HOUNSFIELD HEIGHTS/ BRIAR HILL

AREA REDEVELOPMENT PLAN

SEPTEMBER 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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HOUNSFIELD HEIGHTS/BRIAR HILL AREA REDEVELOPMENT PLAN

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Executive Summary

The Hounsfield Heights/Briar Hill Area Redevelopment Plan addresses issues, problems, challenges and opportunities in the community from a planning perspective and recommends policies and actions to deal with them. This Plan was prepared in consultation with the Hounsfield Heights/Briar Hill Community Association, the Planning Advisory Committee (CPAC) and interested property owners. Formulation of the Plan was also supplemented by open houses, meetings and opinion surveys. Highlights of the Plan are as follows:

- **Residential**

  The principal thrust of the Plan is to implement the "Conservation Policy" as stated in the Inner City Plan and to recognize the residents' aspiration of maintaining stability in the community. Given the emphasis on conservation and stability, the existing land use designations are retained to ensure the predominantly low density character of the neighbourhood. Existing multi-family sites are retained to accommodate a range of housing choices in the community. In addition, guidelines have been included to encourage compatible renovation and new development in the community.

- **Commercial**

  The North Hill Shopping Centre is recognized as the community's primary shopping focus. A Direct Control District is proposed to accommodate the unique development opportunities of the shopping centre. The other commercial districts are recomended for retention. New commercial uses are to be accommodated based on availability of roadway capacity and consistency with neighbourhood character.

- **Institutional**

  The existing institutional uses, including the Bethany Care Centre, Extendicare Hillcrest Nursing Home, and their associated land use designations are considered appropriate. New uses, or the expansion of existing facilities, should be compatible with the adjacent uses and should minimize potential traffic intrusion in the community. The appropriate civic departments will consult the community when considering the establishment of new institutional uses in the community. In addition to a residential alternative for future use of the Children's Service Centre site, institutional uses which accommodate the special health care and housing needs of the elderly or the handicapped, are also considered appropriate.

- **Open Space and Community Facilities**

  Hounsfield Heights/Briar Hill has sufficient open space; however, to encourage better utilization of the open space and preservation of the unique environmental quality of the natural areas in the community, some improvements are proposed. In particular, a linear open space system complemented with walking trails is proposed to be developed in consultation with the residents. A

"Needs and Preference Study", assisted by Calgary Parks and Recreation is recommended to identify the appropriate programs, and/or physical improvements required to meet the residents' recreational needs.

- **School**

  No school closure is anticipated in the community. However, the concept of re-use of Briar Hill School buildings for community related purposes is supported, if the Briar Hill School were to be declared surplus at some point in the future by the Calgary Board of Education.

- **Transportation**

  The intent of the transportation policies is to ensure an efficient and safe transportation system and to protect the quiet residential quality of the community. New developments should respect the capacity of the transportation network. In addition, efforts should be made to protect the community from potential adverse socio-economic and environmental impacts related to upgrading of major transportation facilities in the area. The Transportation Department will continue to work closely with local residents to address the existing and potential problems generated by short-cutting, through traffic, and overspill parking associated with commercial and institutional uses.

  The effectiveness of the existing Residential Parking Zone is to be monitored. Issues arising from the operation of the LRT system will be dealt with expeditiously by the Transportation Department in consultation with the affected residents.

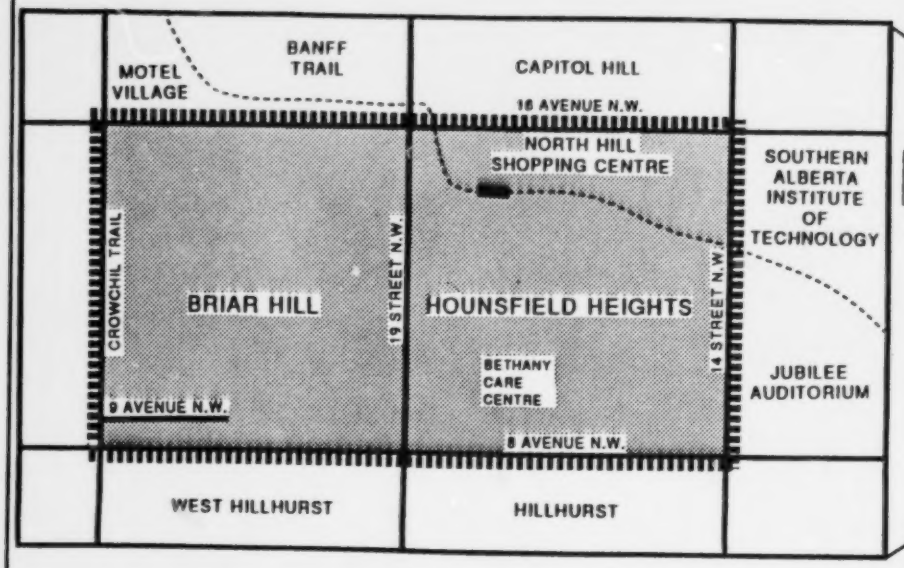
- **Social Planning Considerations**

  To enhance the community as a place to live, the Plan encourages community-initiated programs/ services to promote neighbourliness and to prevent property-related crimes. Given the significant number of senior citizens living in the community and the adjacent areas, programs/facilities that would meet their social/health needs should be investigated by appropriate civic departments.

Preface

Area redevelopment plans (A.R.P.'s) are planning documents adopted by by-laws which set out comprehensive programs of land use policies and other planning proposals that help to determine and guide the future of individual communities within the city. As such, an A.R.P. is intended to supplement the Calgary Land Use By-law (2P80) by providing a local policy context and, where appropriate, specific land use and development guidelines, on which the Approving Authority can base its judgement when deciding on community planning-related proposals. While districts and their accompanying rules under the Land Use By-law apply uniformly throughout the City, an A.R.P. provides a community perspective to both the existing land use districts and to the proposed redesignations of specific sites within a community.

The expected planning horizon of the Hounsfield Heights/ Briar Hill Area Redevelopment Plan is ten to fifteen years. However, the planning period may vary in relation to the general growth trends within the City or to certain specific trends in the planning area. It is important, therefore, that an evaluation of the Plan's effectiveness in meeting its objectives be undertaken within approximately five years of its adoption by City Council.



MAP 1

HOUNSFIELD HEIGHTS/ BRIAR HILL

TITLE **LOCATION OF STUDY AREA**

DATE: MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1.0 Introduction

1.1 AREA REDEVELOPMENT PLAN BOUNDARIES

The boundaries of the Hounsfield Heights/Briar Hill Area Redevelopment Plan are shown on Map 1. They are defined by the following:

- West - Crowchild Trail N.W.
- North - 16 Avenue N.W.
- East - 14 Street N.W.
- South - the laneway south of 9 Avenue, west of 19 Street; and 8 Avenue, east of 19 Street N.W.

The planning area encompasses mainly the neighbourhoods of Briar Hill and Hounsfield Heights. For planning purposes, the small triangular portion located to the north of West Hillhurst, has been included in the planning area. In total, the Plan covers an area of approximately 130 hectares (320 acres).

1.2 CONTEXT

Hounsfield Heights/Briar Hill, developed in the 1950's, is an established inner-city community. It is located north of the Bow River, within five kilometers (3 miles) northwest of the downtown core (see Map 1). The area is well-served by a system of public transit and arterial routes to downtown Calgary and other parts of the city. The 1988 civic census indicates that the community has a population of 2990 people. The community, characterized by its park-like setting, has an extensive network of community services located in or close to it.

Similar to many of the neighbourhoods close to the downtown, the area is experiencing problems, such as: changing demographic characteristics, uncertainty created by its proximity to the Light Rail Transit system, pressures for redevelopment to higher density residential and commercial uses, and traffic problems such as short-cutting, through traffic and non-local on-street parking.

By defining the role and the intended character of the existing neighbourhood, the Hounsfield Heights/ Briar Hill Area Redevelopment Plan will further strengthen the policies of conservation and protection as stated in the Council-approved North Bow Design Brief, 1977, and the Inner City Plan, 1979.

1.3 GOALS

The land use policies and implementation actions recommended in the Hounsfield Heights/Briar Hill Area Redevelopment Plan are intended to achieve community objectives while respecting overall city-wide planning considerations. The thrust of the A.R.P. is to protect the community identity, its livable environment, and to ensure that any potential negative impacts arising from physical, social, economic and environmental changes are minimized. Specifically, the goals of the Plan are:

1.3.1 To establish a policy framework for directing and managing growth and change.

1.3.2 To maintain community stability.

1.3.3 To maintain and reinforce the continued viability of the community as an attractive low density, family-oriented residential neighbourhood.

1.3.4 To protect the quality of life in the community in terms of its amenities and physical character.

1.3.5 To ensure that new development is harmonious with the neighbourhood's traditional character.

1.3.6 To monitor and mitigate any potential adverse LRT-related impacts.

1.3.7 To support and assist the Community Association in ensuring that the economic, social and physical health of the community is strengthened.

1.3.8 To resolve local planning issues/concerns identified through the public participation planning process.

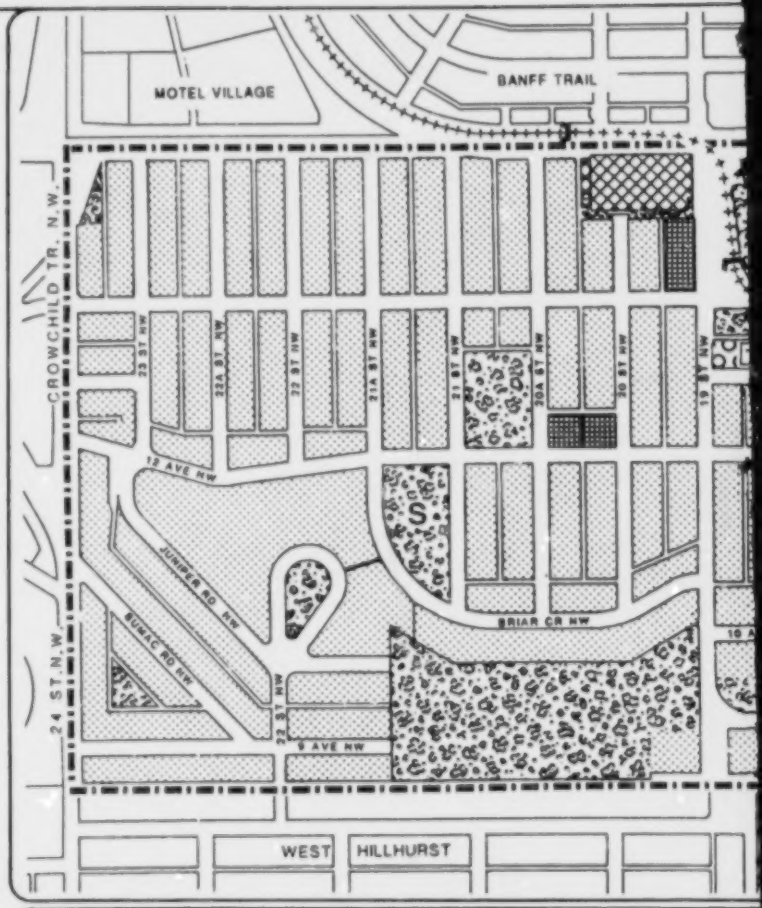
1.3.9 To establish the required strategy and programs for plan implementation.

Low Density Residential
- Maintain stability.
- Retain existing land use designations.
- Preserve existing low density residential character.
- Promote compatible renovation and infill developments.

Low/Medium Density Residential
- Retain existing medium density developments.
- Encourage compatible, low profile, family-oriented multi-unit developments in existing under-utilized RM-2 and RM-4 sites.
- Reuse of the Children's Service Centre for low to medium density housing developments may be considered.
- Support a senior citizens housing complex at 1514-1518 -8 Avenue N.W.
- Strongly discourage rezoning of R-1 and R-2 lands to multi-family land use districts.

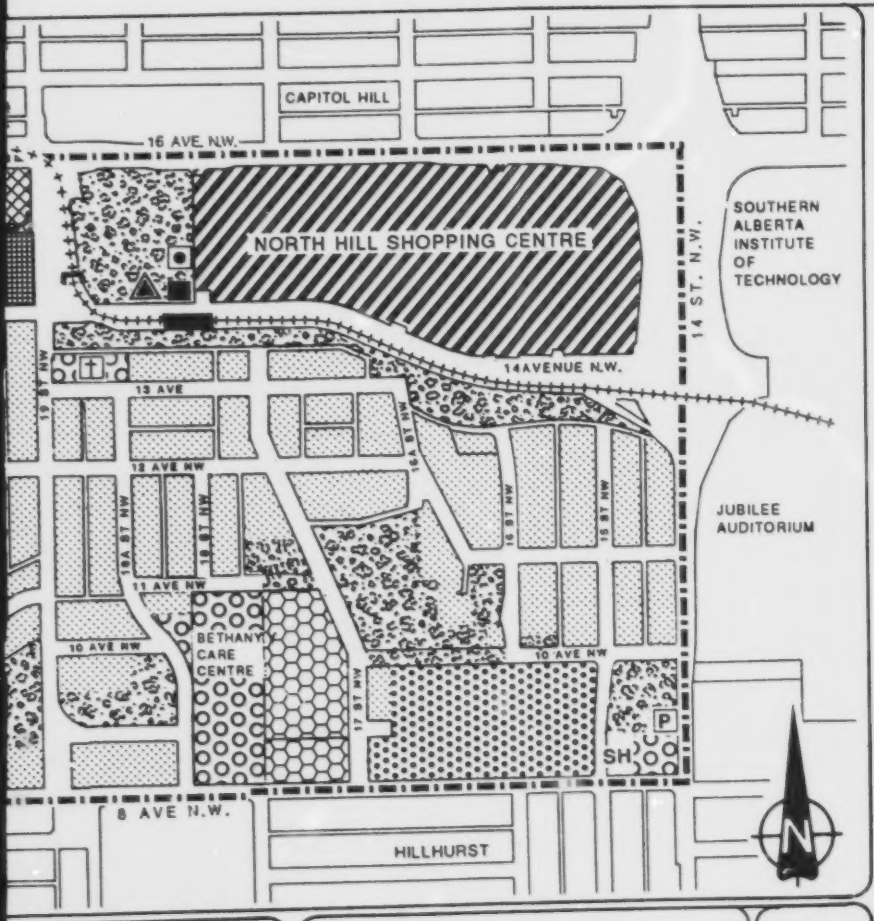
Commercial
- Support redesignating the North Hill Shopping Centre to a Direct Control District to accommodate its potential expansion.
- Retain other existing commercial areas.
- Discourage commercial expansion into residential areas.
- Ensure that commercial uses are compatible with surrounding residential areas in scale and character.
- Ensure that commercial uses would not cause undue negative traffic impacts.

Institutional
- Ensure that potential new or expanded existing facilities are compatible with the community in scale and character.
- Ensure that institutional facilities would not cause undue negative traffic impact to the community.
- Support compatible uses, including facilities for the elderly or the handicapped, in the Service Centre site.
- Ensure integration with the adjacent uses if a fire station is needed in the community.



LEGEND

- LOW DENSITY RESIDENTIAL CONSERVATION & INFILL
- LOW-MEDIUM DENSITY MULTI-DWELLING RESIDENTIAL
- SPECIAL DEVELOPMENT AREA (INSTITUTIONAL AND/OR RESIDENTIAL)
- REGIONAL SHOPPING CENTRE
- NEIGHBOURHOOD COMMERCIAL
- HIGHWAY COMMERCIAL
- INSTITUTIONAL
- OPEN SPACE, P OR COMMUNITY
- S SCHOOL
- CHURCH
- LIBRARY
- COMMUNITY HA
- HEALTH CLINIC
- P PUMP STATION
- SH SENIOR CITIZE COMPLEX
- LRT ALIGNMENT



SPACE, PARK, SCHOOL
OMMUNITY FACILITY
OL
RCH
ARY
MUNITY HALL
TH CLINIC
STATION
OR CITIZENS' HOUSING
PLEX
ALIGNMENT & STATION

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 2

TITLE **SUMMARY OF PLAN STRATEGY**

DATE: MAY 1989

0 500 1000
0 152 304 Meter

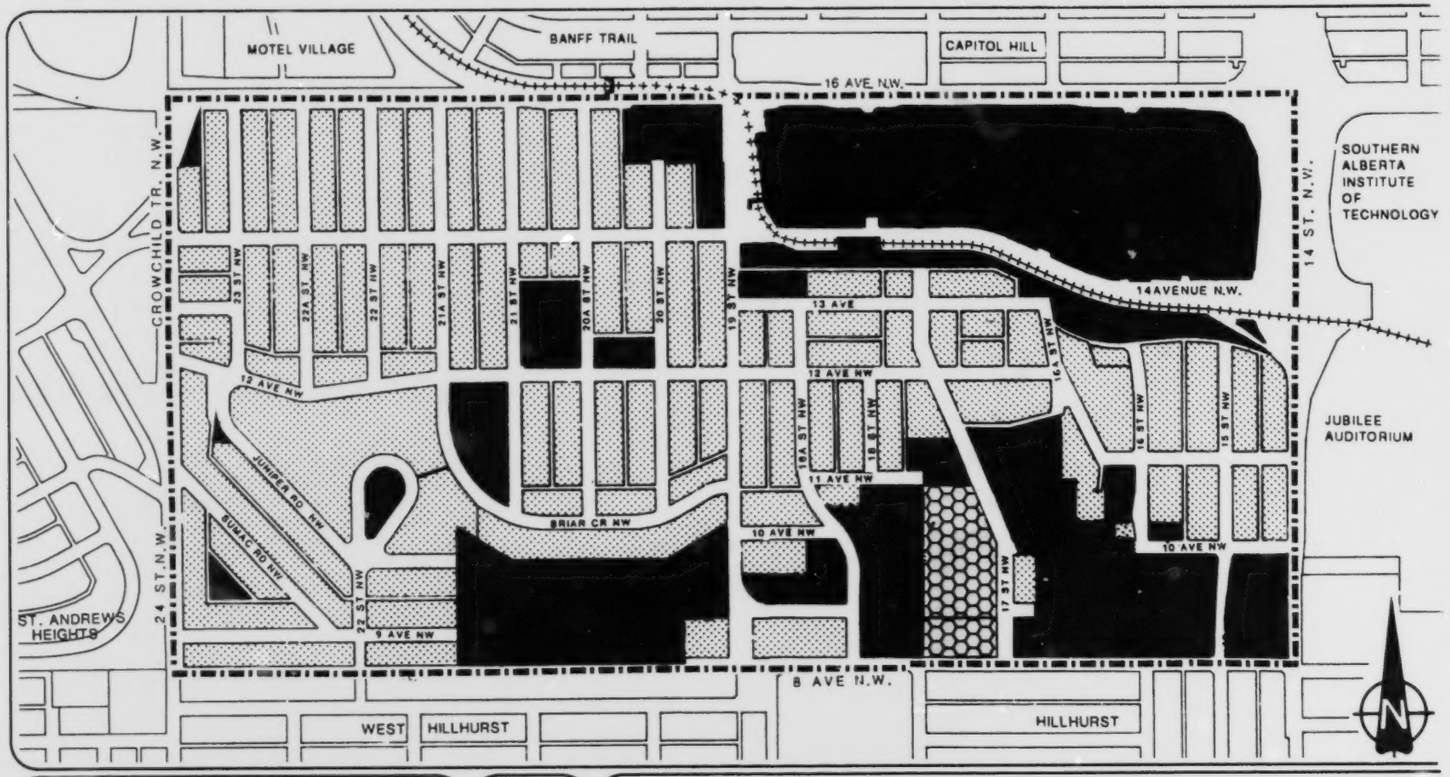
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Open Space and Community Facilities
- Retain and improve existing open space, where appropriate.
- Establish a linear open space system with walkways/trails.
- Encourage community-initiated programs in leisure service delivery.
- Assist community to conduct a "Needs and Preference" study to identify prorgrams and/or physical improvements to existing parks required to meet residents' recreational needs.

School Site
- Support community's efforts to optimize the school for complementary ancillary uses.
- Support reuse of the local school for community-related purposes if site/facility were to be declared surplus by the School Board.

Transportation
- Continue to control non-local parking through the residential parking zone system.
- Maintain an effective and efficient transit service within the framework of Council-approved policies to meet community needs.
- Protect community from potential adverse impacts associated with future major roadway improvements.
- Ensure that future developments would not cause undue negative traffic problems in the community.
- Continue to respond to residents' concerns regarding traffic infiltration.

Social Programs
- Promote social interaction and community participation in crime prevention programs.
- Promote and establish programs oriented to children, youths and the elderly.



HOUNSFIELD HEIGHTS/
BRIAR HILL

MAP
3

TITLE **THE PLAN:**
LAND USE POLICY AREAS

DATE: MAY 1989

0 500 1000
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

LEGEND

- LOW DENSITY RESIDENTIAL CONSERVATION & INFILL
- LOW-MEDIUM DENSITY MULTI-DWELLING RESIDENTIAL
- SPECIAL DEVELOPMENT AREA (INSTITUTIONAL AND/OR RESIDENTIAL)
- REGIONAL SHOPPING CENTRE
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- COMMUNITY HALL
- HEALTH CLINIC
- P PUMP STATION
- SH SENIOR CITIZENS' HOUSING COMPLEX
- LRT ALIGNMENT & STATION

2.0 Land Use & Development

Section 2.0, "Land Use and Development" details the objectives and context for each of the major land use types in the community; moreover, it makes recommendations on policies and implementation actions/ activities to ensure that the goals of the ARP can be accomplished.

2.1 RESIDENTIAL USE

2.1.1 OBJECTIVES

2.1.1.1 To maintain and promote stability in the community.

2.1.1.2 To ensure the continued livability of the community as an attractive neighbourhood by preserving the existing character and environmental quality while permitting compatible renovation and new infills of similar densities and form.

2.1.1.3 To maintain the existing sound housing stock in the community.

2.1.2 CONTEXT

Hounsfield Heights/Briar Hill, grouped under one community association, was developed in the 1950's. It is primarily a low density, family-oriented residential neighbourhood, characterized by tree-lined streets and well-preserved single-family homes. The medium density apartment and townhousing developments are mainly concentrated below the escarpment area, at the southeastern edge of the community.

Similar to many of the inner city neighbourhoods, the community is faced with significant pressure to change. Much of this pressure has been generated by:

- proximity to downtown, and to the major institutional uses in its vicinity including facilities such as the University of Calgary, the Southern Alberta Institute of Technology, the Foothills Hospital, the Bethany Care Centre, etc.;
- perceived redevelopment opportunities associated with the LRT system;
- changing demographic characteristics;
- potential decline in school enrolment;
- uncertainty as to the future role of the community;
- major transportation upgrading/improvement programs adjacent to the community.

Residents are extremely concerned with the de-stabilizing impacts resulting from all these factors. The image of a stable, livable and safe neighbourhood forms the basic vision for the community in the planning process related to the preparation of the Hounsfield Heights/Briar Hill Area Redevelopment Plan.

Including the nursing home facility, there is a variety of different residential units in the area, which offers a range of housing and lifestyle choices within the community. The major residential components of the community include the following:

2.1.2.1 Low Density Residential and Infill Development*

The primary land use in the community is R-1, with primarily single-family detached bungalows on 15-metre (50-foot) lots. Most of the houses were built in the 1950's and a few in the early 1920's, and are generally well-maintained and owner-occupied. In spite of its close proximity to the downtown core and several major institutional facilities in its vicinity, there is no obvious deterioration in the community.

Conversion of single-family homes to include illegal suites is very uncommon. Although some of the homes have had illegal suites in the past, they have generally been reverting to single-family use. The quality of the housing stock is in good to excellent condition showing ongoing maintenance and renovation by property owners.

There are very few vacant parcels left for new developments. In recent years, there has been a trend in the community to subdivide some of the larger lots to accommodate the more typical 50-foot lots. Some of the residents are quite concerned about the potential for incompatible infill redevelopment, particularly in the Hounsfield Heights area. Narrow lot infills with frontages less than 12 metres (40 feet) in the R-2 and DC districts, located at the southern edge of the community, are the recent additions to the single family housing stock in the community.

2.1.2.2 Low/Medium Density Multi-Dwelling Residential

The low/medium density multi-family residential developments are concentrated at the southern edge of the community, north of 8 Avenue, between 14 and 18 Streets N.W. Walk-up apartments and townhouses are developed in the lands with RM-2 and RM-4 designations. The most dominant development is a large 170-unit walk-up apartment complex, built some 20 years ago. Another small walk-up apartment, located at the corner of 14 Street and 8 Avenue, is being used as a private nursing home. The more recent developments are stacked townhouses and rowhouses on smaller land parcels with six to eight units per development.

As most of the medium density area is well-developed, construction of new multi-family housing is limited to a few

* Infill - The Land Use By-law (2P80) defines an infill as "infill or infill development or redevelopment occurring on a vacant site following completion of initial development of the area."

residual lots. Concerns over traffic, overspill parking, and a concentration of multi-family housing and major institutional facilities within a relatively small area are some of the planning considerations that need to be addressed when exploring the possibility of other multi-family housing sites in the community.

2.1.2.3 Special Care Facilities

With the closing and termination of the programs and facilities in the Children's Service Centre, the Bethany Care Centre, occupying an area of 1.92 hectares (4.75 acres), is the major institutional facility in the community. The Centre is a multi-level care facility which includes a 75-bed nursing home and a 56-unit group home for the elderly. The Centre has identified a need to establish cooperative housing, and lodge-type accommodation facilities for seniors living not only within the community but also across the city.

The former Children's Service Centre, with a site area of approximately 2.29 hectares (5.67 acres) is located to the immediate east of the Bethany Care Centre. The site is well-treed and gently sloping with an open space to the south and a large fenced-in recreational area to the north of the site which includes portions of an undeveloped roadway and Calgary Parks/Recreation's lands. There are three major physically separated buildings which provided programs/facilities for children in areas of shelter, secure treatment and detention.

Since the termination of all the programs in early 1988, the Social Services Department and other Civic Departments have reviewed their requirements for the use of the site and facilities. No decision on future use of the site and facilities has been made at this time.

Closure of the facilities has offered an excellent opportunity to examine the feasibility of other prospective uses including development of a comprehensive housing project. The possibility of incorporating other special uses, such as those identified by the Bethany Care Centre to meet the special needs of the community, is also being investigated.

2.1.3 POLICIES

2.1.3.1 The traditional role or function of Hounsfield Heights/Briar Hill as a low density family-oriented neighbourhood shall be retained.

2.1.3.2 The Low Density Residential, Conservation and Infill Policy, as set out in the North Bow Design Brief, 1977, and the Inner City Plan, 1979 is reaffirmed (see Map 3). The intent is to maintain community stability and to protect the existing character and quality of the neighbourhood. The current R-1, DC and R-2 land use designations, reflecting their existing uses, are considered appropriate.

Redesignation of existing low density residential to other higher density residential uses is strongly discouraged, so as to protect and maintain the stability and character of the community. Such redesignations are contrary to this Plan and would require an ARP amendment before proceeding.

2.1.3.3 Sensitive infill development, renovation and rehabilitation are encouraged to ensure the continued renewal and vitality of the community.

2.1.3.4 Re-subdivision of existing lots should respect the general development and subdivision pattern of the adjacent area in terms of parcel size, dimensions and orientation.

2.1.3.5 The Low/Medium Density Multi-Dwelling Residential Policy Areas shown in Map 3 are as follows:

a. Existing RM-2 and RM-4 Sites

A low/medium density multi-dwelling residential land use policy is reaffirmed for the existing RM-2 and RM-4 sites. The intent is to accommodate the existing low-profile, multi-family housing stock in the area while offering an opportunity for other similar developments to occur in the residual low/medium density residential areas.

In keeping with the objective of maintaining the family orientation, housing with direct access to grade and having a density in the range of 75 units per hectare (30 units per acre), is the preferred building and housing form in the low/medium density residential areas. A low profile senior citizens housing complex is considered appropriate for properties located at 1514-1518 - 8 Avenue N.W.

b. Children's Service Centre Site

In addition to the institutional uses considered for the former Children's Services Centre (see Sections 2.3.3 and 2.3.4), alternate use of the land for

residential development is also supported. In keeping with the predominantly single-family orientation of the neighbourhood, residential development having a density in the range of 70 units per hectare (29 units per acre) is considered appropriate.

Other special care facilities to accommodate the health and housing needs of senior citizens and/or the handicapped are considered appropriate for the site. In particular, lodge-type accommodation for seniors would fit in well with the surrounding community and help to meet the community's needs for lodge services in the area.

2.1.3.6 The City continues to support the federally-funded, municipally-administered Residential Rehabilitation Assistance Program as an important tool in maintaining the viability of existing sound housing stock and the attractiveness of neighbourhoods. This program offers a combination of grants and loans for home owners with limited incomes to upgrade their properties.

2.1.3.7 The Minimum Maintenance Standards By-law (20M80), which prescribes the minimum standards relating to the state of repair and maintenance of residential and non-residential properties in the city, will continue to be enforced by the Planning & Building Department on a complaint basis.

2.1.3.8 Suites are not allowed in the R-1, low density residential areas. All illegal developments will continue to be dealt with on a complaint basis through enforcement of the Land Use By-law (2P80).

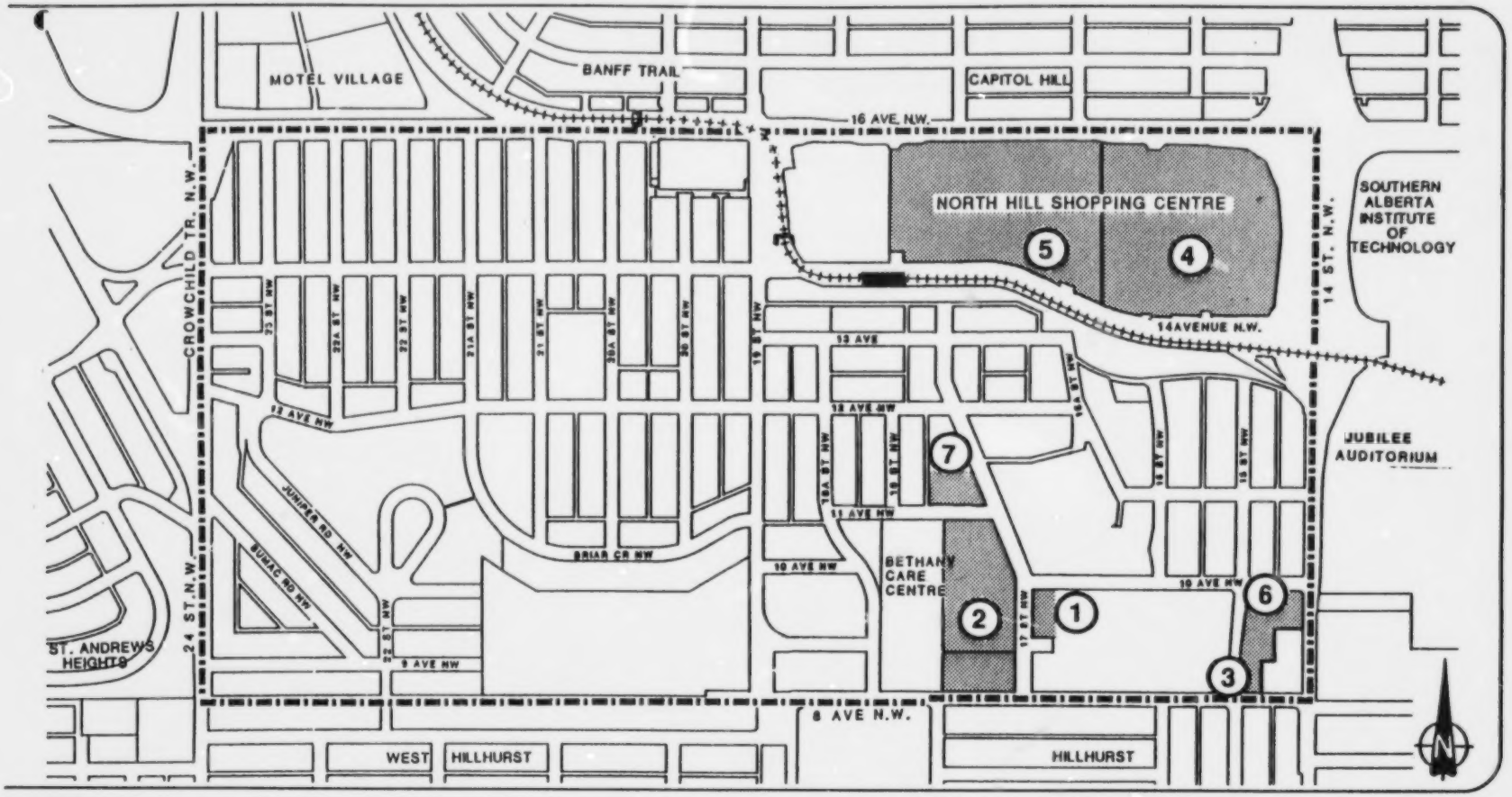
2.1.3.9 Development of any portion of the escarpment lands will be subject to site specific soil stability studies to be undertaken prior to subdivision, development, or landscaping on slopes or in areas adjacent to slopes in accordance with the Engineering Department's requirements.

2.1.3.10 Utility upgrading and other public improvements may be required as redevelopment occurs and the costs associated with such shall be the responsibility of the developer. Where infill is under construction, the developer should have proper regard for the condition of the sidewalk and street. Unsightly or potentially hazardous sidewalk excavations related to infill construction should be minimized. Replacement and reconstruction of the sidewalk, curb and gutter should be carried out as soon as possible to minimize disruption to pedestrians.

2.1.3.11 The Planning & Building, Electric System and Engineering Departments, in consultation with the community, should review the community's local improvement needs; e.g. sidewalk/ roadway resurfacing, lane paving, street light installation, etc. and, where appropriate, recommend action to Council to improve the physical quality of the area. Improvements are generally funded by Local Improvement By-laws. The Engineering Department should be consulted with respect to policies on local improvements.

2.1.4 IMPLEMENTATION

2.1.4.1 In reviewing the merits of applications for discretionary developments and/or proposed relaxations, the Approving Authority shall consider the applicable transportation requirements set out in Section 3 and the development guidelines set out in Table 1. Map 3 illustrates the general land use policy areas, while Map 4 shows the locations for specific sites listed in Table 1.



LEGEND

1—7 SITES REQUIRING SPECIFIC IMPLEMENTATION ACTIONS

SITE 1 : PE TO R1

SITE 2 : RM - 4 TO DC (RM -2) WITH ANCILLARY PUBLIC USES

SITE 3 : RM - 4 TO DC (RM - 4)

SITE 4 & 5 : C-3 & DC TO DC (C-5)

SITE 6 : RM - 4 TO PE

SITE 7 : R - 1 TO PE

—·— STUDY AREA BOUNDARY

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 4

TITLE **SITES REQUIRING SPECIFIC LAND USE REDESIGNATIONS**

DATE: MAY 1989

0 500 1000'
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

TABLE 1: RESIDENTIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS

SITE	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY & DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
1. (see Map 4)	PE	• Low density residential conservation and infill. • R-1	• This area is presently occupied by four single family houses. Any new development, or renovation, should be governed by the guidelines recommended for low density residential conservation and infill areas as set out on Page 18.	• The site should be redesignated from PE to R-1 to reflect its existing and future use and to correct a historic mapping error.
2.* (see Map 4)	RM-4	• Special residential/institutional development area. • DC to support a comprehensive low density housing development with emphasis on family-oriented housing and/or specialized health and accommodation needs for senior citizens.	• Development shall consider: - compatibility/interface with adjacent low density, low profile residential character of the neighbourhood; - potential traffic impact generated by the proposed development, having regard to existing traffic conditions in the area and the adjacent communities; - retention and protection of significant topographic features and mature trees; - retention of the existing open space to the north and to the south of the site where possible; - adequate amenities for the proposed development; - retention of the existing children's playground in the southwest corner of the site, where possible; - protection of view-sensitive corridors in the community; it is imperative that development within this site be of a slope adaptive nature. Building form should respect the view	• Prior to disposition of the site, the Social Services Department, in consultation with the Land and the Planning & Building Departments and the community association, should initiate a proposal call to establish appropriate use(s) for the site/facilities taking into consideration the recommended planning policies. • The site should be redesignated from RM-4 to DC (RM-2) with ancillary public uses.

* Children's Shelter (For institutional uses see Section 2.3).

TABLE 1: RESIDENTIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS (cont'd)

SITE	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY & DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
2. (see Map 4) (cont'd)	RM-4		corridors of the existing community, and should minimize disruption to the natural contours of the site. Highrise development shall be strongly discouraged. • In order to prevent overspill parking, adequate parking for proposed development shall be provided. The development officer may require additional parking over and above the Bylaw requirement to respond to the nature of the proposed development. • Residential density range - 75 units per hectare (30 units per acre). • Preferred housing types - single-detached, semi-detached, town-houses.	
3. (see Map 4)	RM-4	DC with RM-4 guidelines to support a comprehensive senior citizens housing complex.	• Development shall consider: - compatibility/interface with adjacent low density, low profile residential character of the neighbourhood; - potential traffic impacts generated by the proposed development, having regard to existing traffic conditions in the area; - adequate on-site parking and amenities for the proposed development. • Residential density range - RM-4 guidelines to accommodate a senior citizens housing complex.	• At the meeting of 1989 February 20, City Council dealt with the disposition of this site (Lot 3, Plan 4879 L) located at 1514-1518 - 8 Avenue N.W. for the development of a senior citizens complex and instructed the lands be redesignated from RM-4 to DC for the intended use.

TABLE 1: RESIDENTIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS (cont'd)

SITE	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY & DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
Low Density Residential Conservation and Infill: All Existing R-1 and DC Areas (see Map 3)	R-1 DC	• Low density residential conservation and infill. • R-1, DC	• Infill developments, exterior modifications, renovations and/or additions to existing structures should respect the adjacent neighbours' privacy, access to sunlight and views. Infill built to the maximum allowable height and coverage could result in an overly massive and imposing structure in an older neighbourhood. • As the neighbourhood character is well established, new infill should respect the community context. Different architectural ideas should be handled with sensitivity. Bylaw requirements on building height and yard space may be relaxed by the Approving Authority to achieve a better design alternative in view sensitive areas. • General guidelines stated in the 'Single-Detached Infill Housing Guidelines for Established Communities', March 1988, shall be considered.	• No redesignations are required. • In accordance with the 'Control of Infill Subdivision' report adopted by Council on 1988 June 20, all subdivision applications should be accompanied by a development plan for the newly created vacant lot(s) to show how future infill(s) can fit into the existing community. • The Planning & Building Department is implementing Council's approved policy of requiring a development permit for infill developments in R-1 areas within the ARP area. A development permit is also required for renovations to a dwelling which raise any portion of the roof by more than 1.5 m (5 feet).

TABLE 1: RESIDENTIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS (cont'd)

SITE	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY & DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
Low Density Residential Conservation and Infill: All Existing R-2 Areas (see Map 3)	R-2	• Low density residential, conservation and infill. • R-2.	• Infill development, exterior modifications, renovations, or additions to existing structures should respect neighbours' privacy, access to sunlight and views. Development guidelines stated in the "Single-Detached Infill Housing Guidelines for Established Communities", March 1988, shall be considered.	• No redesignations are required. • All subdivision applications of R-2 lots shall be accompanied by a development plan for the newly created vacant lot(s) to show how future infill(s) can fit into the existing community. • The Planning & Building Department is implementing Council's policy of requiring a development permit for all new infill developments in R-2 areas within the ARP area. A development permit is also required for renovations to a dwelling which raises any portion of the roof by more than 1.5 m (5 feet).
Low/ Medium Density Multi-Dwelling Residential: All Existing RM-2 Sites (see Map 3)	RM-2	• Low/medium multi-dwelling density, residential. • RM-2	• Development guidelines are the same as for RM-4 sites stated below.	• No redesignations are required.

TABLE 1: RESIDENTIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS (cont'd)

SITE	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY & DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
Low/ Medium Density Residential All Other RM-4 Sites (see Map 3)	RM-4	• Low/medium density multi-dwelling residential. • RM-4	• To complement the low density, family-oriented neighbourhood, housing with direct access to grade is the preferred housing form on redevelopment sites. • Density for new developments should be in the range of 75 units per hectare (30 units per acre). • Where redevelopment is in the form of a single-detached unit, guidelines established in the "Single-Detached Infill Housing Guidelines for Established Communities", March 1988, shall be considered. • All multi-family redevelopment shall consider the following: - provision of a landscaping plan that: ◦ reflects the streetscape and retains the existing vegetation wherever possible; ◦ indicates front yards as landscaped space or amenity areas, not for parking areas; ◦ utilizes trees, shrubs and fences etc. to screen surface parking and private amenity areas; - provision of a building design that: ◦ has a scale and height that would not adversely affect adjacent conservation and infill developments, and which would	• No redesignations are required. • City will continue to ensure that the existing under-developed sites be properly maintained in accordance with the Minimum Maintenance By-law (20M80) and other appropriate By-laws.

TABLE 1: RESIDENTIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS (cont'd)

SITE	EXISTING LAND USE DESIGNATION	RECOMMENDED LAND USE POLICY & DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
All Other RM-4 Sites (cont'd)	RM-4		allow adequate sunlight penetration and minimize shadow impact to adjacent developments; o contains building finishing materials, colour, design details, facade articulations, and roofline orientation and treatment which respect the character of adjacent buildings; o ensures enclosure or adequate screening of mechanical ventilation and equipment; - a variety of bedroom sizes; - provision of additional parking over and above the Land Use Bylaw requirements may be required in order to address potential overspill parking commonly associated with multi-family developments in inner-city communities; - provision of .15 visitor parking spaces per dwelling unit in addition to the minimum parking requirements of the Land Use Bylaw for different dwelling types; - visitor parking should be easily identified using appropriate signage; - underground parking, wherever possible.	

2.2 COMMERCIAL USE

2.2.1 OBJECTIVES

2.2.1.1 To establish the role and extent of commercial districts within the community.

2.2.1.2 To maintain and improve the quality of existing commercial areas.

2.2.1.3 To ensure that new commercial development is compatible with the surrounding residential areas in scale and character, and integrated well with the neighbourhood in function.

2.2.1.4 To ensure that new development on existing commercial sites will not cause undue negative traffic impacts on surrounding residential uses.

2.2.2 CONTEXT

The visual effects of commercial buildings, their associated parking, lighting and signage, and problems arising from traffic impact on surrounding areas are some of the planning issues to be considered when reviewing commercial developments or expansions. The public participation program undertaken during the plan formulation process clearly identified the community's desire to discourage further commercial intrusion into the residential areas as the community is adequately served by a variety of shopping facilities. The major types of commercial development with their particular physical design, locational requirements and planning issues within the community, can be categorized as follows:

2.2.2.1 Regional Shopping Centre

The North Bow Design Brief (1977) and the Calgary General Municipal Plan (1979) both acknowledge the North Hill Shopping Centre as a regional shopping centre. A regional shopping centre is defined as a group of commercial uses with shared on-site parking on a site greater than 12.14 hectares (30 acres). It provides a variety of shopping goods and services comparable to that of the downtown. It may also include offices, recreational, cultural and institutional uses.

The North Hill Shopping Centre will continue to be the dominant employment and shopping facility in the area serving the regional needs of the inner city neighbourhoods north of the Bow River. The Centre, located at the intersection of 14 Street and 16 Avenue N.W., and north of the Lions Park Station of the N.W. LRT line, has developed and expanded in different stages since 1958. The latest expansion was in 1982, when the western portion of the site changed from C-3 to DC to accommodate an additional 2229.6 m^2 (24,000 sq. ft.) of retail

development. The entire centre has a total of 49,971 m² (537,900 sq. ft.) of gross leasable area on a 12.59 hectare (31.11 acre) site.

Currently, the Centre encompasses two separate parcels under different ownerships. The linear shopping mall and the parking area are physically and functionally unified so that the Centre appears to operate as a single unit.

Due to the impact that a regional shopping centre may have on the city's thoroughfare system and on local streets in the adjoining residential areas in particular, prospective expansion of the Centre will be examined critically to minimize any potential negative impacts.

The Transportation Department, with the assistance of a transportation consultant, conducted a transportation study to determine the transportation implications of three major potential redevelopment scenarios for the North Hill Shopping Centre. One of the scenarios examined was a full F.A.R. 3.0 development on the Sears' site, which is the maximum density that may be allowed under the present C-3 land use designation. The study noted that this scenario, with a concentration of commercial uses, could cause significant negative traffic impacts on some of the adjacent streets, particularly 19 Street south of 14 Avenue N.W. The study concluded that a development in the range of up to an F.A.R. 1.0, with appropriate land uses and site improvements could be accommodated without significantly impacting the area's transportation system. It would, however, be necessary for the developer to prepare a detailed traffic impact analysis at the development application stage. In concert with the City, the developer shall prepare a detailed traffic management plan.

2.2.2.2 Highway Commercial

A small strip of highway commercial uses, located west of 19 Street and fronting on 16 Avenue N.W., is occupied by a small motel and an automobile dealership. The uses are highway-oriented and provide specialized services to the general public. Due to the lack of adequate on-site parking and limited access to the businesses, certain traffic problems have occurred in the adjacent residential areas. At the time of the auto dealership's expansion in the 1970's, a buffer strip was created to the south of the commercial area to minimize short-cutting and to protect the residential area from commercial intrusion.

In view of its proximity to the residential area, future development in this area will have to address the commercial/residential interface issue.

2.2.2.3 Neighbourhood Commercial

A small pocket of low density commercial uses, anchored by a corner store and a new medical clinic, is located in the heart of the Briar Hill community at 12 Avenue and 20 Street N.W. It basically serves the day-to-day needs of the immediate neighbourhood. A certain amount of physical and landscaping upgrading would be desirable to improve the aesthetic appearance of some of the older commercial buildings located at this site. The recent medical office development in this C-1 commercial parcel has greatly improved the physical attractiveness of the neighbourhood shopping area.

Another new one-storey strip shopping centre, located along 19 Street, north of 14 Avenue N.W., has been approved by Council. This neighbourhood shopping centre will accommodate uses such as financial institutions, medical clinics, offices and a limited amount of retail uses to serve the local community. In consultation with the residents, development guidelines related to building height, massing, landscaping, parking, and vehicular access have been included in the land use guidelines specifically tailored for this site to ensure a better interface between the residential and commercial uses.

2.2.2.4 Other Uses

Some of the residents' concerns are related to potential day care centres and incompatible home occupations that may occur in the residential areas in future years. In particular, they are concerned over potential increase in traffic, parking and noise that may be generated by such uses.

2.2.3 POLICIES

2.2.3.1 The continuing function of the North Hill Shopping Centre as a regional shopping centre is acknowledged. As such, the Centre will continue to be the focus for a range of commercial, cultural, recreational and other social activities in this location.

A regional shopping centre land use policy using a DC Direct Control land use designation for the entire Centre is recommended. Residential development which could add to the vitality and interest of the Centre may also be considered appropriate.

2.2.3.2 Due to the impact a regional shopping centre may have on its surrounding areas, approval of prospective expansion of the North Hill Shopping Centre shall consider the following criteria:

- compatibility and integration of development with surrounding areas/uses through control of vehicular access, adequate buffering and landscaping of the site;

- sensitivity of building design and scale of development to the surrounding land uses;

- ability of the transportation system to handle the increase in traffic due to proposed expansion;

- due to expansion, non-local traffic increase on roads within the communities adjacent to the centre should be minimized;

- safety and convenience of internal site vehicular circulation system;

- integration with the LRT and bus route network;

- safety and convenience of pedestrians;

- adequacy of on-site parking.

2.2.3.3 Due to the impact a regional shopping centre may have on its surrounding areas, any application for redevelopment which increases the leasable area and/or significantly changes the mix of uses must be accompanied by a transportation system impact study which will identify the impacts that the proposed development may have on the transportation system and the improvements required to accommodate such a development. A special focus of the Study will be a traffic plan which will identify the type of measures to be implemented to discourage non-local traffic from using community residential roads.

2.2.3.4 A highway commercial use policy is considered appropriate for the existing C-6 (Highway Commercial District) lands located at the southwest corner of 16 Avenue and 19 Street N.W. (see Map 3). Owner-initiated redesignation of the land to general commercial uses is encouraged when redevelopment occurs. Low density office development with limited retail outlets facing 16 Avenue should be the long-term goal in this commercial area.

2.2.3.5 Due to the proximity of the low density family-oriented residential development, high traffic generators such as tourist-oriented businesses (hotel, motel) or uses with extended daily hours of operation (fast food outlets, 24-hour gas stations) that may generate noise and odor should be discouraged in the commercial areas fronting 16 Avenue N.W. and in all the local neighbourhood shopping areas within the community.

2.2.3.6 A neighbourhood commercial use policy is considered appropriate for the existing commercial sites with C-1 and DC with C-1 guidelines. These commercial areas will serve the daily needs of the immediate neighbourhoods (see Map 3).

2.2.3.7 Parking relaxations in the immediate vicinity of the LRT Station area should be discouraged. Shared-use parking may be considered for a chosen mix of land uses in multi-use developments.

2.2.3.8 To ensure that home occupations are compatible with the existing residential setting, the Planning & Building Department will continue to stress the performance criteria to applicants of home occupations. Home occupations should be discouraged if they result in additional vehicular traffic, on-street or off-street parking; cause a nuisance by way of dust, noise, smell or smoke; employ any person beyond the residents of the dwelling or involve outside storage and advertising.

2.2.3.9 Although child care facilities provide a valuable service to a community, they are a significantly higher intensity use than a low density residential dwelling. As such, new child care facilities should be encouraged to locate in association with schools, community hall buildings, churches, other institutional or commercial facilities. Council's policy of requiring a proposed child care facility (7 or more children) in a low density residential area to redesignate to DC (Direct Control) is reaffirmed.

2.2.3.10 Utility upgrading, traffic signal/direction flow modifications, roadway and/or intersection improvements and other public improvements may be required as redevelopment occurs. Any off-site improvements as specified by the Transportation and Engineering Departments shall be provided at the owner's expense to the satisfaction of the Administration at the development stage.

2.2.4 IMPLEMENTATION

2.2.4.1 In order to implement the commercial policies, the Approving Authority, in reviewing discretionary commercial applications, shall consider the applicable transportation requirements set out in Section 3 and the development guidelines outlined in Table 2. Map 3 illustrates the various commercial policy areas.

TABLE 2: COMMERCIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS

COMMERCIAL LAND USE POLICY AREAS*	EXISTING LAND USE DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
Neighbourhood Commercial	DC (C-1) C-1	a. Existing DC (C-1) Sites • Council approved guidelines as per Bylaw No. 125Z87. b. Existing C-1 Sites • The appearance and scale of development should respect the adjacent residential land use including building design, site layout, exterior finishes, colour and landscaping. • Adequate parking should be provided to assure no overspill parking in adjacent residential areas.	No redesignations are required.
Highway Commercial	C-6	• Access to any redevelopment must be to/from 16 Avenue or 19 Street N.W. (right turn access only) in order to address residents' concern about commercial traffic using the lane east of 20A Street N.W. No commercial access should be permitted to this lane. • New developments should have a building form and orientation which respect the privacy and scale of development of the abutting residential uses.	No redesignations are required.

* Refer to Map 3 for policy areas and Map 4 for specific site locations.

TABLE 2: COMMERCIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS (cont'd)

COMMERCIAL LAND USE POLICY AREAS*	EXISTING LAND USE DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
Highway Commercial (cont'd)	C-6	• Adequate parking should be provided to ensure there is no overspill parking in adjacent residential areas.	
Regional Shopping Centre (Sites 4 and 5 on Map 4)	Site 4 - C-3 Site 5 - DC	• The permitted and discretionary uses of the C-5 Shopping Centre Commercial District should be the Permitted and Discretionary uses respectively. • The general rules for Commercial Districts of Bylaw 2P80 should apply where appropriate. • A maximum floor area ratio of F.A.R. 1.0:1 may be applied for the entire site with the following maximum gross floor area: - Commercial - 53,000 sq. m (570,000 sq. ft.) - Office - 36,000 sq. m (387,000 sq. ft.) - Residential - 28,000 sq. m (300,000 sq. ft.)	• Redesignation of Site 4 and Site 5 with a combined site area of ±12.59 ha (±31.11 acres) from C-3 and DC to DC to accommodate a regional shopping centre, with guidelines to reflect the appropriate level and nature of development. • To ensure future comprehensive expansion of the Shopping Centre, the owners of the lands involved are required to resolve all relevant issues such as land use mix, density distribution, site access, internal circulation, prior to approval of a development permit.

TABLE 2: COMMERCIAL LAND USE POLICY AREAS - RECOMMENDED DEVELOPMENT GUIDELINES AND ACTIONS (cont'd)

COMMERCIAL LAND USE POLICY AREAS*	EXISTING LAND USE DESIGNATION	DEVELOPMENT GUIDELINES	ACTION REQUIRED
Regional Shopping Centres (cont'd)	Site 4 - C-3 Site 5 - DC	• Redevelopment should consider: - providing a direct, highly visible and safe pedestrian connection, which may include a pedestrian overpass over 14 Avenue linking the shopping centre site and the LRT station, if necessitated by redevelopment; - a design and a building height that would respect the privacy of abutting residential development, allow adequate sunlight penetration, and minimize shadow impact to adjacent development.	

2.3 INSTITUTIONAL USE

2.3.1 OBJECTIVES

2.3.1.1 To accommodate the existing institutional facilities in a manner that would ensure their integration with the community.

2.3.1.2 To ensure that future expansion of existing or new institutional uses will not negatively interfere with or affect the neighbourhood quality or amenities.

2.3.2 CONTEXT

Until the recent termination of programs at the Children's Service Centre in early 1988, there were two large regional institutional facilities located within the community: the Children's Shelter/Detention Centre and the Bethany Care Centre. Other institutional uses in the area include the Extendicare Hillcrest Nursing Home and the Seventh Day Adventist Church. In general, the major issue associated with institutional uses in the area is centered on spill-over parking on residential streets. Traffic infiltration in residential areas resulting from potential development or expansion of the existing institutional uses is another concern that should be addressed at the development or redesignation stage. Major facilities are detailed below.

2.3.2.1 The Bethany Care Centre

The Bethany Care Centre is the most dominant facility located at the southern edge of the community. The Centre was built in a series of phases since 1958, with the most recent expansion in 1978. It occupies a total developed area of approximately 2,273 square metres (275,000 sq. ft.) on a 1.92 hectare (4.75 acre) site. The Centre rises in a series of linked buildings complementing its sloping site. The Centre, owned and operated by the Lutheran Welfare Society of Alberta, has grown from a 45-bed cottage nursing home to a 550-bed multi-level extended care hospital providing housing and health care for the elderly and the disabled. The current facilities operated by the Centre include 417 auxiliary hospital beds, a 75-bed nursing home, a 56-person senior citizen unit and a child care facility accommodating 43 children.

The Centre is also one of the largest employment centers in the area with a total of approximately 700 full and part-time staff, 140 attending physicians and 250 registered volunteers.

In recent years, many residents have experienced increased traffic and excessive on-street parking on neighbouring streets caused by the Centre's staff and visitors. An analysis of the Centre's parking situation was conducted by the Transportation Department during the A.R.P. preparation planning process. It was concluded that the on-site parking stalls, although meeting the parking requirements in existence at the time of construction, are considered inadequate to meet the Centre's present needs.

The Transportation Department provided several suggestions to the Bethany Care Centre for improving their parking situation. With the implementation of a Residential Parking Zone in the area, several streets adjacent to the Centre have been signed to include time-restricted parking. This has further reduced the availability of off-site parking for the Centre. As the Centre continues to explore alternate service delivery methods, particularly for the elderly, any future expansion of facilities should also consider how the on-site parking problem can be resolved.

2.3.2.2 The Children's Service Centre

The Children's Service Centre, located immediately to the east of the Bethany Care Centre, provided receiving home, secure treatment programs and youth detention services, prior to its closure in early 1988. This former service centre, located on City-owned lands, was operated by the Social Services Department. With the termination of all the programs, various alternatives including use of the facilities/site for other compatible social service uses have been explored by the Social Services Department.

2.3.2.3 Potential Fire Station

The possibility of combining Number 6 and 10 Firehalls, located in West Hillhurst (1940 Westmount Boulevard N.W.) and Banff Trail (1711 - 20 Street N.W.) respectively, has been identified by the Fire Department as a cost-saving measure, and as a means of providing a higher level of service to that sector of the City. As such, the Fire Department has established that a new fire station be constructed in the vicinity of 14 Avenue and 19 Street N.W. to adequately serve the new 6-10 combined district resulting from the consolidation. The exact location will be the subject of negotiation and consultation with the affected agencies and/or property owners.

2.3.3 POLICIES

2.3.3.1 The current land use designations are considered appropriate to accommodate the various existing institutional uses in the area.

2.3.3.2 Existing facilities such as the Bethany Care Centre and the Seventh Day Adventist Church, should be encouraged to explore ways to accommodate their staff and visitor on-site parking requirements in order to minimize overspill parking from occurring in adjacent residential areas.

2.3.3.3 New institutional facilities and any future expansion proposed by the existing facilities should be compatible with the neighbouring uses in terms of building character and traffic generation.

2.3.3.4 Institutional uses to accommodate the needs of children, senior citizens and/or the handi-capped are considered appropriate for the Children's Service Centre site.

2.3.3.5 In the event that the Fire Department proceeds with the concept of combining No. 6 and No. 10 Fire Stations, the need to accommodate a new fire station facility in the vicinity of 14 Avenue and 19 Street N.W. is recognized.

2.3.4 IMPLEMENTATION

To implement the institutional land use policies, the following guidelines and actions are required:

2.3.4.1 A public consultation process with affected residents shall occur if another institutional use is considered for the former Children's Service Centre site.

2.3.4.2 Should another institutional use be considered for the former Children's Service Centre site, the following performance guidelines shall be considered during the development or land use redesignation application stage:

- a building form, height and orientation that would respect the privacy, sunlight penetration and scale of development of adjacent low density residential uses;
- provision of adequate amenity areas including open space that meets the needs of its users; retention of the children's playground in the southwest corner of the site, where possible;
- a development level that can be supported by the existing and planned transportation system;
- a development level that would not cause overspill parking, traffic infiltration or congestion into abutting residential areas;
- protection of mature trees and on-site natural topographic features that contribute to the quality of the environment;
- protection of important public views to and from the escarpment area.

2.3.4.3 Upon approval of the A.R.P., the Planning & Building Department will initiate a road closure bylaw for that portion of 11 Avenue N.W. currently occupied by the Children's Service Centre (see Map 7). Upon approval of a road closure by-law, the surplus portion of 11 Avenue right-of-way is proposed for open space purposes to complement the overall linear open space system in the community.

2.3.4.4 Redesignation from RM-4 (Residential Medium Density Multi-Dwelling District) to PS (Public Service District) or DC (Direct Control District) with Public Service District guidelines should be undertaken, if the Children's Service Centre site or portions of the site is considered appropriate for a use that is similar to or

compatible with the most recent use, i.e. Children's Shelter, or other compatible institutional use, including facilities or programs for the elderly and/or handicapped.

2.3.4.5 In selecting a specific site for a possible new fire station, the Fire Department should initiate, at the earliest possible date, discussions with the Hounsfield Heights/Briar Hill community and all the relevant property owners/agencies to explore development opportunities that would improve and maximize operational efficiency of the various community facilities abutting the proposed development. Should the North Hill Shopping Centre and/or the adjacent park area be considered appropriate for such a location, the feasibility of consolidating the existing facilities to achieve a better integration and efficient operation should be emphasized. Developed parkland lost to other uses should be replaced with parkland in a suitable location within the community. If such replacement is not possible, other forms of compensation should be negotiated with the community.

2.4 OPEN SPACE AND COMMUNITY FACILITIES

2.4.1 OBJECTIVES

2.4.1.1 To ensure that an appropriate level of open space commensurate with city standards is maintained.

2.4.1.2 To protect and preserve ecologically and environmentally sensitive areas for the benefit, use and enjoyment of current and future residents.

2.4.1.3 To maintain the quality of existing open space and to encourage better utilization of available facilities/resources within the community.

2.4.1.4 To improve the residents' recreational opportunities through appropriate programming and facility upgrading, where feasible.

2.4.1.5 To encourage citizen involvement and self-help approaches that would enhance and expand residents' leisure opportunities.

2.4.1.6 To maintain the existing community facilities that serve the social, health and recreational needs of the community.

2.4.2 CONTEXT

2.4.2.1 Open space is an important land use element in a community. It is needed in order to provide recreational, ecological, educational and aesthetic benefits to the residents.

Hounsfield Heights/Briar Hill is well served by local parks and open space facilities. The community is also endowed with unique nature areas. According to the City standard, this community is well-supplied with park space. In addition, the community has good access to several major recreational facilities in the city such as McMahon Stadium, Foothills Athletic Park, and Riley Park.

Residents' satisfaction level and frequency of park use were examined in a survey conducted in conjunction with the NW LRT Impact Monitoring Study. The Study identified that respondents from the Hounsfield Heights/Briar Hill community were least satisfied with the amount of open space in the community in comparison with other high impact communities, such as Hillhurst/Sunnyside and Banff Trail. It was also noted that a significant number of the respondents indicated that they were infrequent users of community parks when compared to other respondents from the surveyed communities. The reasons for

respondents' dissatisfaction and infrequent use of parks are not entirely clear, particularly given the high amount of open space in the community. However, it must be stressed that the majority (64%) of the respondants from the community were satisfied with the amount of space provided. The perception or attitude may have changed since the study, as there were major improvements made to the Briar Hill School, Lions Park pathway and the open space adjacent to the Community Hall since the study. In light of the various issues expressed by the community, a "Needs and Preference" study may be appropriate to identify and address the residents' recreational/open space needs from a recreational programming and/or a facility improvement perspective.

Based on community input, the parks-related issues are focused on the maintenance, identification, accessibility and protection of existing open space facilities within the community. Concern was expressed that the location of the LRT may reduce pedestrian and cycle access to the major playfields and community facilities in the area. The opportunity of establishing continuous, more direct cyclist/pedestrian linkages to the major facilities, to improve the open space and recreation usage and to overcome the barrier effects of the LRT, was suggested by many residents. The preservation of the nature areas was strongly desired by the residents.

2.4.2.2 Community Facilities

Similar to open space, community facilities are critical elements in maintaining the neighbourhood's quality. There is a wide range of community services/programs provided by the community association, the district health clinic, the public library, churches and several day care centers located within the community. In general, residents are satisfied with the level of services provided by such facilities. The results of a survey conducted in conjunction with the NW LRT Monitoring Study indicated that there was high participation and utilization of existing community facilities. Lack of adequate public and staff parking in the health clinic and library areas, and at the Seventh Day Adventist church facility, is the main concern expressed by residents regarding community facilities. This concern is discussed in the Transportation Section.

Residents have also expressed the need to improve the current community facilities located in the southeast corner of the Community Park area in terms of integration and access. This would best be accomplished when redevelopment occurs in the general area.

2.4.3 POLICIES

2.4.3.1 An appropriate level of open space and community facilities commensurate with City standards should be maintained. On-going review of community recreational needs resulting from changing demographic and socio-economic conditions should be undertaken.

2.4.3.2 The existing open space, recreational and community facilities in the community should be improved, where appropriate.

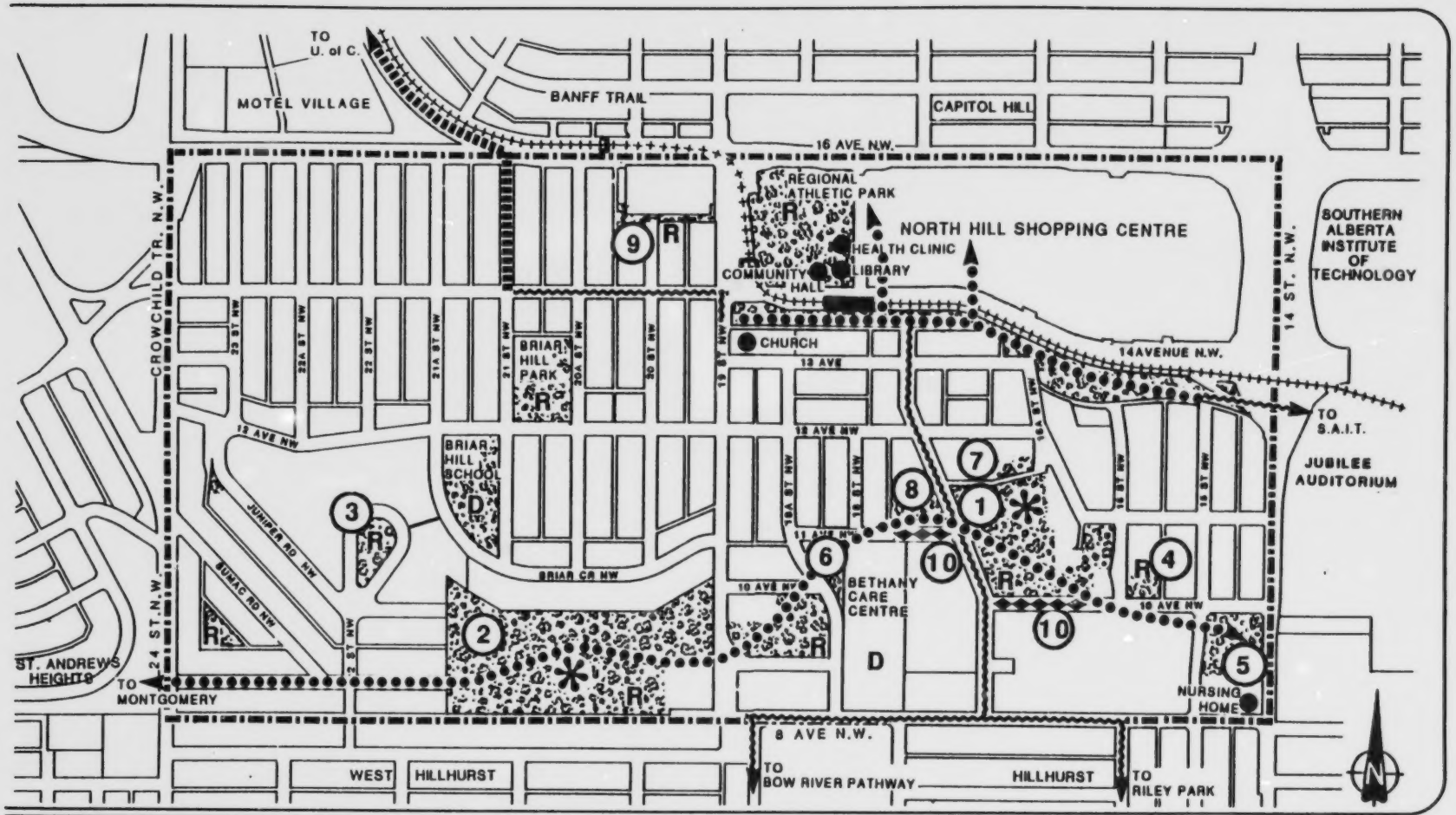
2.4.3.3 City-owned lands/facilities suitable for open space, recreational and community services purposes should be preserved, where appropriate. Protection of existing public amenities is critical to maintain Hounsfield Heights/Briar Hill as an attractive family-oriented neighbourhood.

2.4.3.4 In order to encourage and provide for linear recreational activities such as walking, jogging, sight-seeing and cycling, an open space system to link the major recreational facilities, community services and the escarpment area by linear parks, trails and pathways, should be developed. The location and nature of any facility proposed should be defined at the design stage in consultation with the residents.

2.4.3.5 Environmental awareness, preservation, stewardship and cooperative use of existing open space and community facilities should be promoted.

2.4.3.6 The City will continue to provide on-going support to assist and develop a partnership with the community in providing recreational opportunities based on identified needs.

2.4.3.7 Calgary Parks and Recreation will continue to encourage partnership between the public, private and volunteer agencies in the planning, development, provision and maintenance of park facilities and leisure programs. Programs related to development of community support/ self help, volunteer and community leadership skills to facilitate an increased public participation and community initiative in the delivery and maintenance of park services and programs will actively be promoted. In particular, programs such as "Adopt-A-Park" and "Greening of Calgary" that would assist the community in preserving their valuable assets in the community and enhancing the attractiveness of the neighbourhood, should be emphasized.



LEGEND

- OPEN SPACE
- MAJOR NATURAL OPEN SPACE
- R — RESERVE PARCEL
- D — DAY CARE FACILITY
- COMMUNITY FACILITY
- (1) — (10) SITES REQUIRING SPECIFIC ACTION
- ROAD TO BE CLOSED FOR CONSOLIDATION WITH OPEN SPACE
- EXISTING BIKEWAY
- PROPOSED BIKEWAY
- PROPOSED OPEN SPACE SYSTEM (EXACT LOCATION & TYPE OF OPEN SPACE AND LINKAGE SYSTEM TO BE DETERMINED AT THE DESIGN AND DEVELOPMENT STAGES)

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 5

TITLE **OPEN SPACE SYSTEM & COMMUNITY FACILITIES**

DATE: MAY 1989

0 500 1000'
0 152 304 Meter

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2.4.4 IMPLEMENTATION

To implement and complement the policies related to the open space and community facilities in the area, the following actions should be undertaken:

2.4.4.1 The Community Association in consultation with Calgary Parks and Recreation and the Planning & Building Department, should conduct a "Needs and Preference" study in the community to identify the residents' recreational needs, the type and nature of improvements needed in the open space system, and to make recommendations to the appropriate authority/ agency for necessary action based on results of the study.

2.4.4.2 Calgary Parks and Recreation, with input from other Civic Departments and the community, should refine and implement the concept of a linear open space linkage system to improve the existing linear parks and the bicycle/ pedestrian pathway network in the community. Consideration of modifying the existing bikeway system as indicated on Map 5 should be given, so as to improve the linkage to other major facilities in the surrounding communities and the downtown. Special attention to ensuring safe and convenient pedestrian/cyclist crossings of roadways should be included. Any facility, e.g. trails/walkways proposed in the escarpment area should be minimal so as to preserve the natural character of the area.

Naming of existing open spaces for park identification should be considered by the community.

2.4.4.3 The Community Association is encouraged to approach Calgary Parks and Recreation for assistance in areas of leadership skill training and community development that would facilitate the Community Association in becoming more autonomous in the delivery of leisure services.

2.4.4.4 If the option of locating a fire hall is considered in the community park area, Calgary Parks and Recreation should assist the Fire Department in exploring design alternatives to achieve proper integration of the new facility with the existing uses in the park area.

2.4.4.5 As part of the RENEW program, Calgary Parks and Recreation and the Planning & Building Department, in consultation with the residents and other appropriate civic departments/ agencies, should review and undertake the recommended actions related to individual sites as listed in Table 3. (For site locations, refer to Map 5.) For sites requiring physical improvement, Calgary Parks and Recreation, in consultation with the community, should develop the site plan and cost estimates for submission to Council through the normal budget process.

TABLE 3: OPEN SPACE - RECOMMENDED ACTIONS

SITE*	LOCATION	ACTION
1. Hounsfield Heights Natural Park	1204 - 17A Street N.W.	• Retain existing natural state. Consideration of providing some walking trails and sitting areas, may be appropriate. The community should consider naming the park.
2. Briar Escarpment Natural Park	1025 - 19 Street N.W.	• Retain existing semi-natural state. Consideration of providing some walking trails and sitting/lookout areas may be appropriate. Naming of the park should be undertaken by community.
3. Hawthorne Crescent Neighbourhood Park	24 Hawthorne Crescent N.W.	• Assist adjacent residents in applying for matching grants for tot lot development if required.
4. Municipal Reserve	1102 - 16 Street N.W.	• Due to its limited size and site isolation, the site is not required for open space. However, due to the subdrainage problem associated with this property in the past, the site should be maintained as an open space until such time the Engineering Department considers it appropriate for development. In considering any development proposal, an extensive geotechnical report must be undertaken at the applicant's expense. The report, subject to the satisfaction of the City Engineer, shall address remedial measures to ensure that the site can be developed and made stable. The applicant shall be responsible for any costs associated with disposition of the 'reserve' and redesignation of the site to DC (R-1) to accommodate a single-detached bungalow.
5. 10 Avenue & 14 Street N.W. (Site 6 on Map 4)	1025 - 14 Street N.W.	• Redesignate the site to PE to accommodate the existing developed park.
6. 10 Avenue & 18A Street N.W.	1104 - 18A Street N.W.	• Retain portion of site for a walkway easement, and dispose of residual lands to Bethany Care Centre for their current use.
7. 17A Street N.W.	1227 - 17A Street N.W.	• Due to its limited size (0.04 ha) and site isolation, the land should be disposed for consolidation with adjacent residential use.
8. 11 Avenue & 17A Street N.W. (Site 7 on Map 4)	1205/1209 - 17A Street N.W.	• Establish and maintain a pathway/walkway to connect 11 Avenue and 17 Street N.W. and retain the open space in its natural state. Redesignate the site to PE to reflect its intended use.
9. Residential Buffer	1527 - 20 Street N.W.	• Enforce on-going private maintenance of buffer. This buffer is considered an important transition between commercial and residential use, and should therefore be protected.
10. Portion of Road Right-of-Way	• 10 Avenue between 16 and 17 Streets N.W. • 11 Avenue N.W. north of the Shelter site	• To complement the existing escarpment area, the Planning & Building Department should initiate a road closure bylaw for that portion of the surplus right-of-way for consolidation with the existing open space to the north.

* Refer to Map 5 for site locations.

2.5 SCHOOL FACILITIES

2.5.1 OBJECTIVES

2.5.1.1 To establish the City's position with respect to the provision of school facilities in the community.

2.5.1.2 To minimize potential negative impacts on the community if a school is declared surplus for educational purposes in the future by the Calgary Board of Education.

2.5.1.3 To encourage and facilitate ancillary facilities/ services that complement the school facility and ensure that such uses are of mutual benefit to the community and the School Board.

2.5.2 CONTEXT

One of the goals of this plan is to ensure that the community's role as a family-oriented neighbourhood is maintained. In order to achieve this goal, provision of services and facilities which cater to families is considered essential. Schools, especially elementary schools, are often viewed as one of those important services. It is also important to note that a school is often recognized as being more than an educational institution. It acts as a catalyst or focal point towards developing a sense of community. It could also become the cultural, social and recreational centre in the community for residents of all ages.

Since the 1970's, the School Boards have experienced declining enrolments and excess school space in the inner-city communities. The passing of the baby-boom generation through the school system, maturing neighbourhoods, the general demographic shifts amongst neighbourhoods, and the declining fertility rates of the general population have resulted in the lowering of school space demands. However, there is a general resistance to school closures in the affected communities. Creative use of excess school space will have to be explored to assist communities to protect their schools as valuable community assets and resources. At present, the Briar Hill School is the only school in the community. The enrolment of this elementary school has stabilized in the past several years through efforts by the community and the School Board in establishing complementary ancillary facilities; such as child care, before and after school programs, early childhood services and specialized education programs for the handicapped.

There is no planned school closure at this time or in the near future in the community. The Calgary Board of Education has approved policies and procedures to deal with declining enrolment and school closures, which would involve consultation with parents, school staff and the community association. The intent is to provide for meaningful input and discussion from the various affected groups to ensure that closure or consolidation is required to maintain the level of quality consistent with the standards set by the Board.

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 6

DISTRIBUTION OF SCHOOLS

LEGEND

- PUBLIC SCHOOL
- SEPARATE SCHOOL
- PUBLIC SCHOOL CLOSED
- SEPARATE SCHOOL CLOSED
- (EL) ELEMENTARY SCHOOL
- (JH) JUNIOR HIGH SCHOOL
- (SH) SENIOR HIGH SCHOOL
- STUDY AREA

Note: Consult the Calgary Board of Education and the Separate School Board for up-to-date School Status

DATE: MAY 1989

THE CITY OF CALGARY
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0 1/2 mile
0 800 Meters

2.5.3 POLICIES

2.5.3.1 Recognizing a school is more than a learning centre, Calgary Parks and Recreation should assist the community to maximize the use of school facilities to meet the community's recreational and social needs.

2.5.3.2 Should the Briar Hill School be declared surplus in the future, the community, the City and the school board should consult each other to examine opportunities for redesigning the entire site for community related activities. Any redesign and renovation of the building should not be of a nature which would preclude the building's return to school use if the child population in the community returns to appropriate levels.

2.5.3.3 The City will offer input to the Calgary Board of Education relating to school planning policies, population trends, community demographic characteristics and impacts of a potential school closure on the community.

2.5.3.4 Through the Joint-Use Committee established under the Joint-Use Agreement, the City will, in accordance with the provisions of that Agreement, continue to participate in the consultation and negotiation processes with the School Board on matters relating to possible re-use or disposal of the surplus school site in the area.

2.5.4 IMPLEMENTATION

2.5.4.1 Upon Council's adoption of this Area Redevelopment Plan, the City will forward a copy of this Plan to the Calgary Board of Education for their reference regarding the City's position with respect to school provision and re-use of surplus school facility in Hounsfield Heights/Briar Hill.

3.0 Transportation

3.1 OBJECTIVES

3.1.1 To define the function and hierarchy of roads in the community.

3.1.2 To provide for an efficient and safe circulation system.

3.1.3 To discourage the use of residential and collector roadways by non-local vehicular traffic.

3.1.4 To facilitate smooth traffic flows on major arterial streets.

3.1.5 To ensure that residential streets are not negatively impacted by spill-over parking associated with the LRT Station and other institutional or commercial activities.

3.1.6 To identify and recommend ameliorative and preventive traffic alternatives to control non-local parking and traffic infiltration in residential areas.

3.1.7 To protect the community from potential adverse impacts associated with planned upgrading of major transportation facilities abutting the community.

3.1.8 To improve, wherever possible, the environmental quality of those residential areas that are located close to major transportation facilities.

3.1.9 To ensure that new developments within the community will reflect the transportation constraints.

3.2 CONTEXT

Hounsfield Heights/Briar Hill is well-served by a hierarchy of roads and public transit facilities. It is bounded by a system of major roadways and expressways including Crowchild Trail to the west, Trans-Canada Highway (16 Avenue N.) to the north, and 14 Street N.W. to the east. These roadways provide excellent access to the downtown, other major employment centres and recreational and institutional facilities in the city. The community is connected by a series of collector roads to the major roads. In addition, the Northwest Light Rail Transit line and its complementary system of bus routes further improve the area's accessibility.

The Transportation Improvement Priority Study (TIPS) (CALTS series 113) approved by Council, 1986, identified improvements needed to upgrade Crowchild Trail in order to support future population growth in the northwest sector. In 1988, City Council approved the upgrading of Crowchild Trail to a six-lane roadway from the Bow River to University Drive N.W. Funds will be provided to allow for the construction of noise attenuation barriers on the east side of Crowchild Trail, from Memorial Drive to 16 Avenue N.W.

There are no other scheduled major transportation improvements in the general area that would affect the community. Although 16 Avenue N.W., between 19 Street and Crowchild Trail, is designated as a freeway/ expressway standard roadway, it is not on the list of improvements recommended at this time by the Transportation Improvements Priority Study.

In general, the key transportation issues affecting the community centre on the following:

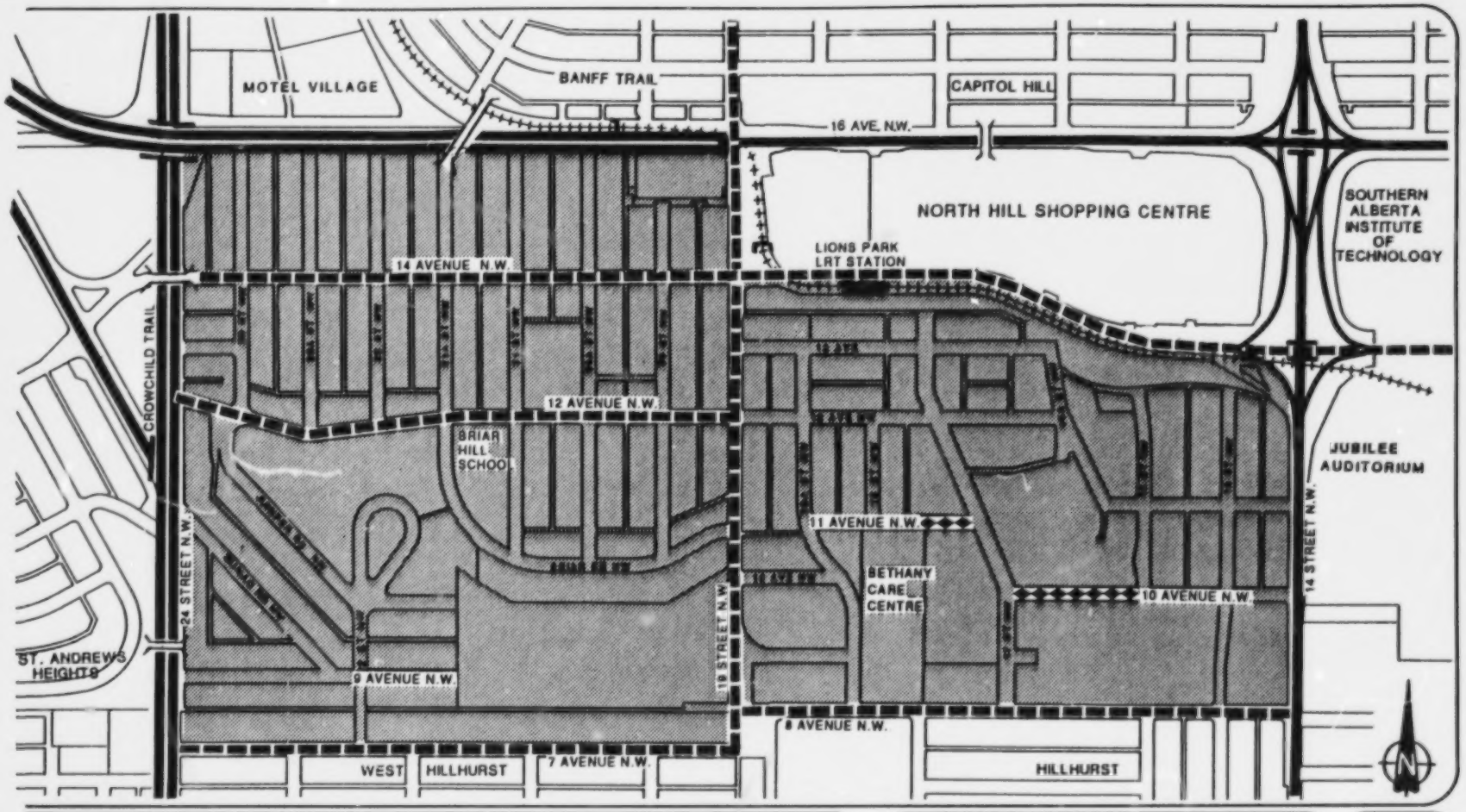
- the traffic and overflow parking problems resulting from the adjacent major facilities (e.g. Lions Park LRT Station, the Stadium, the Southern Alberta Institute of Technology, the Alberta College of Art and the Jubilee Auditorium), commercial developments and institutional uses in the area. A revised Residential Parking Zone to restrict non-resident on-street parking has been implemented during the plan preparation stage. The effectiveness of this program will depend on ongoing by-law enforcement;

- residents have expressed concern with regard to potential traffic congestion, traffic and pedestrian safety problems, and change of access due to operation of the Northwest LRT and the community's proximity to the Lions Park Station. In particular, with the reduction of 14 Avenue N.W. right-of-way to accommodate the construction of the LRT, and the addition of more feeder bus routes on 14 Avenue, residents are concerned that congestion would be created at the key intersections of 14 and 19 Streets at 14 Avenue N.W. However, observation by the Transportation Department on traffic flows along 14 Avenue between 14 Street and 19 Street N.W. during the afternoon peak periods on weekdays has shown no congestion at the intersections or the LRT crossings;

- the existing transportation capacity of the abutting road network presents certain constraints to future redevelopment in the North Hill Shopping Centre area. Potential redevelopment in the Centre could cause overloading and congestion on the surrounding road system;

- residents have expressed concerns about traffic noise from cars, buses and LRT trains. A significant amount of landscaping was provided along the LRT alignment to minimize the negative impacts of LRT operation. A noise attenuation barrier is scheduled for construction in 1989 on the south side of 16th Avenue, from Crowchild Trail to the laneway west of 20A Street N.W. The bus route in the Briar Hill area will be changed due to closure in the median opening at 22A Street. A noise attenuation barrier (in conjunction with the upgrading of Crowchild Trail N.W.) is also planned in areas abutting Briar Hill;

- short-cutting is of special concern to some residents. In particular, some Briar Hill residents have expressed concern about traffic using 20A Street N.W. at 16 Avenue and the lane to the east to travel between 16 and 14 Avenues. Several alternatives to modify these accesses have been reviewed with the affected residents. Results of the opinion surveys indicated that the majority of residents would prefer



LEGEND

- FREEWAY OR EXPRESSWAY
- MAJOR ROAD
- COLLECTOR ROAD
- LRT ALIGNMENT & STATION
- LRT UNDERGROUND
- PEDESTRIAN OVERPASS
- RESIDENTIAL PARKING ZONE "W" (Bylaw 11M88)
- PROPOSED ROAD CLOSURE

Note; Freeway / Expressway / Major Road Standards are Shown in Bylaw 3M82 Amended by Bylaw 64M84

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 7

TITLE

TRANSPORTATION NETWORK

DATE: MAY 1989

0 500 1000'
0 152 304 Metres

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PLANNING & BUILDING DEPARTMENT

the current situation. If in the future area residents wish to reconsider this issue, the Transportation Department will work with area residents and the Community Association on this issue;

- some residents are concerned about future upgrading of the Trans Canada Highway (16 Avenue N.). The staging of any major improvements will be identified within the context of the on-going Transportation Improvement Priority Study review, and the right-of-way requirements will be established in a roadway functional study. Adequate consultation with affected communities during the formulation of a recommended roadway design, is essential.

3.3 POLICIES

3.3.1 To accommodate city-wide needs in terms of access to employment areas and general crosstown mobility, the freeway/expressway and major standard roadways adjacent to the community should retain their existing designations in accordance with the City of Calgary Transportation System By-law. The streets within the study area are designated as follows:

Freeway/Expressways:

- Trans-Canada Highway (16 Avenue), west of 19 Street N.W. (This will be reviewed again as part of the Trans-Canada Highway West Functional Study.)
- Crowchild Trail N.W.

Major Streets

- 16 Avenue N.W., east of 19 Street N.W.
- 14 Street N.W.

The collector and residential road classification which are not covered by the Transportation System By-law are as follows:

Collector Roads

- 19 Street N.W.
- 14 Avenue, between 14 and 24 Streets N.W.
- 12 Avenue, between 19 and 24 Streets N.W.
- 8 Avenue, between 14 and 19 Streets N.W.

With the exception of the streets noted above, all other roads in the community are residential roads.

3.3.2 In order to provide a satisfactory level of mobility to the general public and to adequately accommodate the level of development recommended in the Plan, without generating traffic problems on the surrounding area, the following major improvements have been identified for implementation in conjunction with the overall city needs:

- Crowchild Trail N.W. Upgrading - a six-lane divided roadway as approved by City Council on February 22, 1979 (CALTS Series 53). Construction of the portion of Crowchild Trail from the Bow River to University Drive commenced in 1988. In order to provide for safe vehicular movements, closure of 9 Avenue at Crowchild Trail N.W. is required.

- Interchange at 16 Avenue and Crowchild Trail N.W. (CALTS Series 53) - Construction of this interchange is not scheduled in the near future. The bridge, however, will be required in 1989 subject to budget approval by City Council. Further detailed design analysis will be undertaken at the construction stage to accommodate Motel Village redevelopment and other city requirements.

There is no upgrading presently scheduled for 14 Street N.W., a four-lane roadway, with median installations in some areas to provide proper channelization and safe operation. However, a 5.182 metre by-law setback is required for each side of 14 Street N.W. to accommodate future transportation requirements. The purpose of this setback is to ensure that future development is not permitted within the area required for the future roadway. The setback will be obtained on an opportunity basis.

3.3.3. Improvements such as provision of pedestrian crossings, roadway and/or intersection improvements and/or signal/directional flow modifications may be required by a proposed development to ensure a safe and efficient traffic flow. Any modifications/improvements specified by the Transportation and Engineering Departments shall be provided at the developer's expense.

3.3.4 In designing and implementing major transportation facilities that may affect the community, the Transportation Department and/or the Engineering Department should continue to undertake, where appropriate, the following:

- a study to verify the need for improvement;
- consultation with the affected communities and property owners prior to the formulation of any recommended alternatives. Attempts should be made to seek reasonable alternatives that are sensitive to the concerns of the community, through which the roadway passes.
- an environmental impact analysis and proposals to reduce potential traffic and noise intrusion in adjacent communities;

- presentation of a functional study to City Council to establish and protect the right-of-way requirements in order to minimize potential instability and uncertainty in the affected community, where appropriate;

- consultation with affected residents and/or businesses during the facility construction period to minimize potential adverse construction impacts (e.g. noise, vibration, dust, access and parking disruptions, etc.) resulting from such activities.

3.3.5 A functional pedestrian and bicycle system is important to promote the optimal operation of the Lions Park Station and to link up the community with other key facilities in and around the community. The existing pedestrian corridors and pathways should be retained. Additional pathways and/or bikeways as proposed on Map 5, to augment the existing system should be reviewed.

3.4 Implementation

3.4.1 At the community's request, Transportation Department staff should continue to be available to assist them to address transportation issues as well as to make recommendations to City Council on ameliorative actions needed to resolve transportation problems.

3.4.2 The Transportation Department will continue to review future development proposals in the area to determine potential traffic and parking impacts. Major development proposals must be accompanied by a detailed traffic impact study conducted by the developer. Based on technical analysis, the Transportation Department will make recommendations to the Approving Authority with respect to the improvements necessary to ensure a safe and efficient traffic flow in the area.

3.4.3 As part of the NW LRT Impact Monitoring Study authorized by City Council on 1985 October 14, the Transportation Department will continue to monitor the access, traffic and parking conditions in areas adjacent to the Lions Park LRT Station. Traffic volumes and accident trends will be included in this study to determine the impacts of the LRT operations. If required, the Transportation Department, with community input, will develop recommendations to Council to ameliorate any negative impacts to the community resulting from the operation of the LRT line. The intent of this program is to address residents' concern with potential traffic congestion, pedestrian and traffic safety, excessive on-street parking and difficulty of turning movements at major intersections resulting from the LRT operation.

3.4.4 The City has established a residential parking zone within the community which enables residents to implement time-restricted parking in areas where overspill parking occurs (e.g. in areas adjacent to the Lions Park Station and Bethany Care Centre). With the exception of the North Hill Shopping Centre, the community is within Residential Parking Zone "W". These parking restrictions can take on many forms as outlined in the City of Calgary Transportation By-law 40M80. Residents are encouraged to participate in this program if they are experiencing overspill parking on their residential streets.

3.4.5 The Transportation Department will encourage and assist the consultants of institutions (e.g. the Bethany Care Centre and the Seventh-Day Adventist Church), community facilities (e.g. North Hill Clinic, Louise Riley Library) and commercial developments (e.g. Ranger Motel, Varsity Plymouth Chrysler) in the review of their on-site parking arrangements so as to improve the parking situation for their staff, customers or visitors.

Input will also be provided to the Fire Department in their site selection for a potential fire station in the vicinity of 14 Avenue and 19 Street N.W.

3.4.6 The Transportation Department will continue to respond to community concerns regarding short-cutting traffic. If a traffic problem is identified and the community and Council support is obtained, then preventative measures to minimize intrusive traffic such as selective road closures, access modification, installation of traffic control devices (e.g. diverters, traffic signs or other directional signs, etc.) will be implemented.

3.4.7 The Transportation Department will continue to respond to community concerns regarding pedestrian/traffic and LRT interface issues on 14 Avenue N.W., to ensure safe and convenient pedestrian and vehicular movement.

3.4.8 In conjunction with the implementation of the NW LRT System, Calgary Transit, with community input, will continue to monitor and evaluate the effectiveness of the feeder bus route network in serving the needs of Hounsfield Heights/Briar Hill residents.

3.4.9 As part of the Northwest LRT Impact Monitoring Study, the noise and vibration measurements will be taken during the operation phase of the LRT line, to evaluate the effectiveness of the various attenuation measures incorporated at the time of LRT construction.

4.0 Social Planning Considerations

4.1 OBJECTIVES

4.1.1 To maintain stability and quality of life through provision of services and programs that will enhance the area as a safe and healthy place to live for residents of all ages.

4.1.2 To encourage and promote continued resident involvement in establishing and delivering programs that would enhance social interaction and participation in meeting the community's social and health needs.

4.2 CONTEXT

Residents from Hounsfield Heights/Briar Hill have easy access to a range of social and health services. Major agencies involving delivery of such services include: the Hounsfield Heights/Briar Hill Community Association, North Hill Clinic, Louise Riley Library, Bethany Care Centre, City of Calgary Social Services Department and the Alberta Social Services Department.

The Hounsfield Heights/Briar Hill Community Association coordinates and sponsors many on-going programs, some in conjunction with other government agencies, e.g. day care programs, out of school programs, family day home project and seniors fitness classes. The community association provides a unique opportunity to residents to become involved in a variety of community-based programs which help to shape the quality of life in the neighbourhood. In a resident survey conducted in the summer of 1986 in conjunction with the Northwest LRT Impact Monitoring Study, the survey results showed a high degree of sense of community cohesiveness and participation in community activities.

Calgary Health Services provides a wide range of health care services through its North Hill Clinic located adjacent to the community hall. It accommodates a dental treatment and health clinic in this district office. Other services and programs provided by Calgary Health Services include: home care, family planning, nutrition, health education, prenatal services, "Aids to Daily Living" program for the physically disabled, and shopping services for the frail and elderly. In addition, the Bethany Care Centre has a comprehensive "Lifeline Support" program which provides a telephone-based response system to elderly individuals living in their own homes.

The City of Calgary Social Services Department provides probation and community work to Hounsfield Heights/Briar Hill from its Bowmont Area Office (5000 Bowness Road N.W.). In addition, the Department's Family and Community Support Services Division funds the West Hillhurst Go-Getters Project located at 1940 - 6 Avenue N.W., which provides home help, transportation and shopping services to seniors in the community to enable them to remain in their homes

The Alberta Social Services Department maintains a branch office adjacent to the community (Plaza 14 at 14 Street and 9 Avenue N.W.). This office offers child welfare services and emergency after hours services for the public.

In reviewing the community's demographic profile, the area clearly shows a very high percentage of its residents over the age of 65. The 1986 civic census indicated that seniors accounted for 38 per cent of the total population in Hounsfield Heights/Briar Hill. By comparison, the seniors accounted for only 6 per cent of Calgary's population. Even when the number of senior citizens living in the Bethany Care Centre was excluded, the Community had approximately 14 per cent of its population over the age of 65. It is noted that close proximity to the North Hill Shopping Centre, library, and health care facilities can provide many of the needed services to the elderly population. The availability of a good public transit network in the area also enhances the seniors' mobility as many of the seniors use public transit as their primary mode of transportation.

Given the large proportion of elderly people in the community, and the aging of the general population, the need to respond sensitively to the needs of this special group will increase. They will continue to require programs/services in areas of leisure and recreation activities, medical and health care, special housing and transportation services.

In addition to the significance of maintaining an adequate level of community, social and health care services to the residents, it is noted that personal safety and household security are of increasing importance in ensuring neighbourhood attractiveness and the building of a livable community. Concerns over safe surroundings are often expressed by local residents. Statistics on selected offences, such as theft, car prowling, break and enter, are considerably higher in this community than the city-wide rates. However, the overall crime rate in this community is comparable to other inner city communities.

Some local residents are also concerned that the LRT Station could become a focus for vandalism and could result in an increase in crime in the station area. The situation is being closely monitored by Calgary Transit.

4.3 Policies

4.3.1 The safety and health of all neighbourhoods is a prime consideration in social planning. Programs and services that would enhance a community's cohesion and health should be maintained and improved, where possible.

4.3.2 The concept of neighbour helping neighbour and friend helping friend is strongly supported. The Community Association's continued effort in coordinating social and community services/ programs oriented to children, youths and the elderly should be encouraged and promoted.

4.4 Implementation

4.4.1 The Community Association should continue to work with the Police Department to establish and implement community crime prevention programs, e.g. Neighbourhood Block Watch, to ensure a safe community.

Posting main roads in the community with signs to indicate the neighbourhood's participation in the Block Watch Program would be a positive step. Bylaw 67M86, which encourages residents to post visible address numbers to both the roadway and the lane for location identification, should also be promoted.

4.4.2 To maintain and strengthen the existing healthy community network, the Community Association should continue its efforts in promoting social interaction and community participation in crime prevention programs and to seek ways for residents to rely more on neighbours for protecting their property.

4.4.3 The Social Services Department and other appropriate civic departments should encourage and assist the Community Association and private agencies to initiate mutual help groups in areas of day care, retirement, aging, nutrition, fitness, crime prevention and others.

4.4.4 Services/programs which would meet the social/health needs of the community should be investigated. In particular, services/facilities that cater to the needs of the children and the elderly should be given consideration.

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Preface

This section provides the background information to the Hounsfield Heights/Briar Hill Area Redevelopment Plan. The purpose is to describe the context within which planning proposals of the Plan have been formulated. This section is not part of the Area Redevelopment Plan, and, therefore, has no legal status.

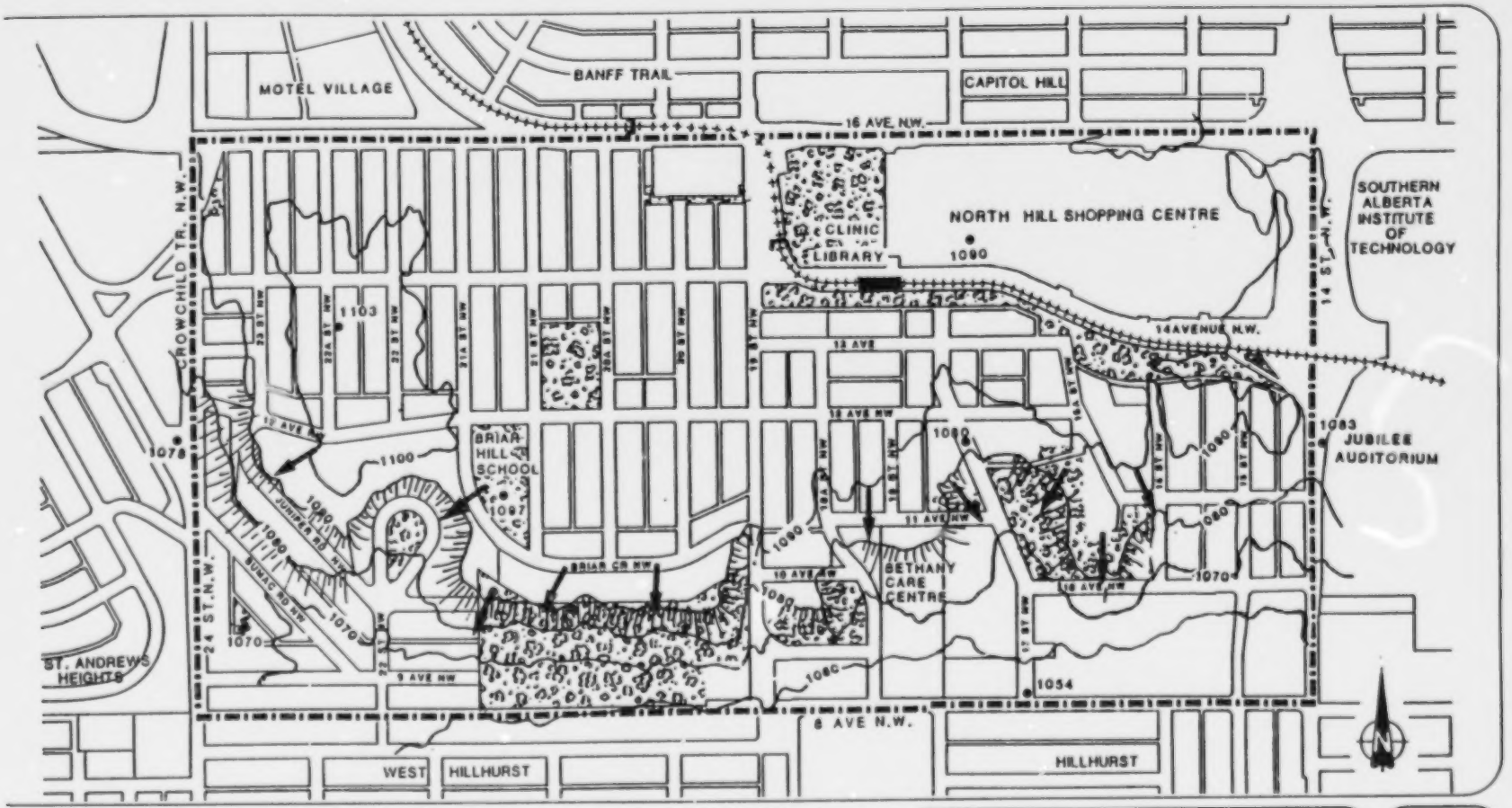
1.0 Community Profile

1.1 LOCATION

Hounsfield Heights/Briar Hill lies between 8 and 16 Avenues and between 14 Street and Crowchild Trail N.W. The community is ideally situated with respect to the major white-collar employment centre, downtown. Residents have excellent access to the downtown via Crowchild Trail, 14 and 19 Streets and 16 Avenue N.W. The community is also within close proximity to many of Calgary's major institutional and recreational facilities such as the University of Calgary, Southern Alberta Institute of Technology, Alberta College of Art, Jubilee Auditorium, McMahon Stadium and the Foothills Athletic Park.

1.2 TOPOGRAPHIC AND NATURAL FEATURES

Most of Hounsfield Heights/Briar Hill is located on top of the escarpment area, lying to the north of the Bow River. Some of the residences, built on the slope areas, have dramatic views of downtown to the south and distant mountains to the west (see Map 1). The steeply sloping portions of Hounsfield Heights/Briar Hill contain isolated remnants of the original landform and vegetation. The slopes and valleys of the escarpment areas support a variety of bird and plant life which contribute to the value of these open spaces for passive recreation. The Engineering Department has noted that the escarpment lands in the community have experienced groundwater problems which may impact stability of the slopes.



LEGEND

- OPEN SPACE
- VIEWS
- 1080 CONTOURS INTERVALS & HEIGHTS
- SLOPES
- 1078 SPOT HEIGHT
- STUDY AREA BOUNDARY

HOUNSFIELD HEIGHTS/
BRIAR HILL

MAP
1

TITLE **LAND FORMS**

DATE: MAY 1989

0 500 1000'
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1.3 HISTORICAL DEVELOPMENT

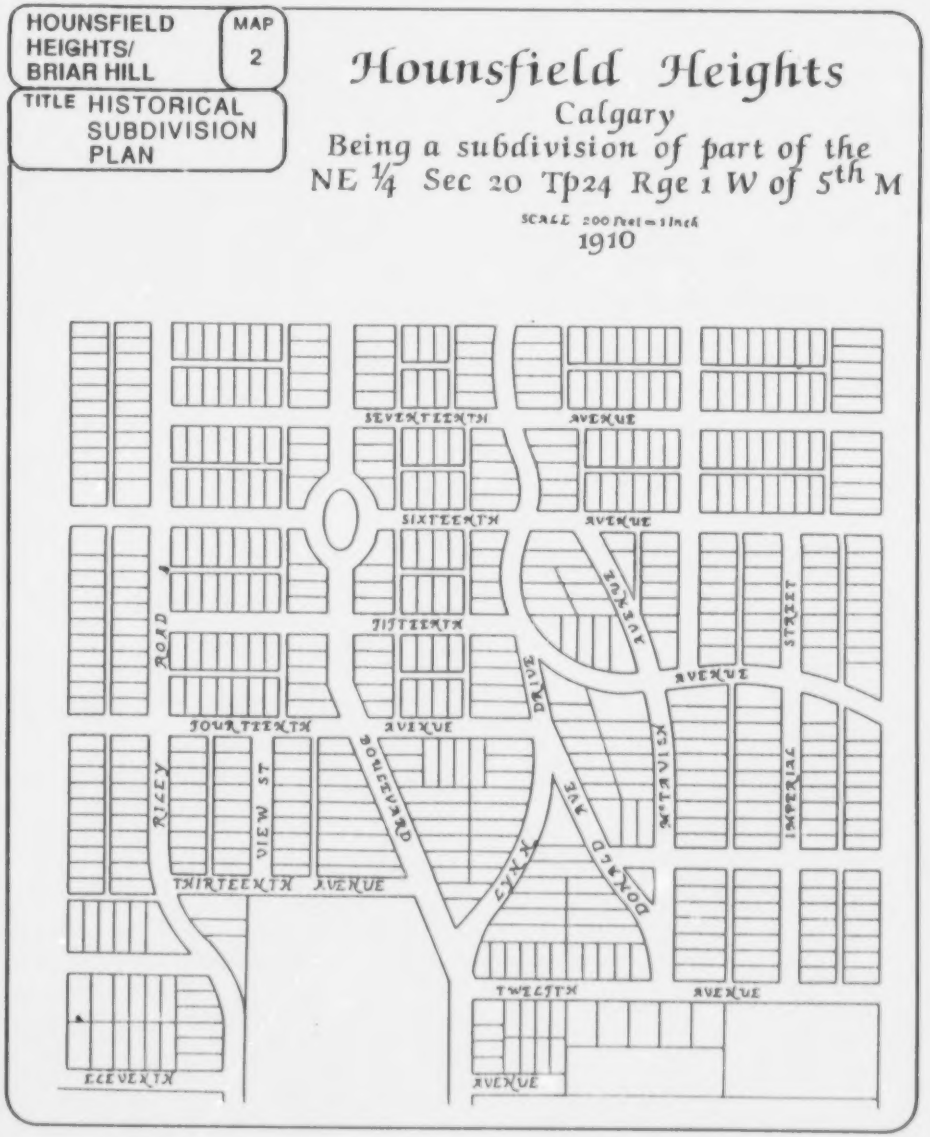
The Hounsfield Heights/Briar Hill area was part of the Riley family homestead, which also included the present communities of Hillhurst, St. Andrew's Heights and University Heights. Thomas Riley, his wife Georgina Hounsfield Riley, their seven sons and three daughters settled in this area in 1888. Their home, the Hounsfield Lodge, was situated on the site where the Bethany Care Centre is now located. In the early 1900's, Thomas and Georgina's son, Ezra Riley (1866-1936), subdivided part of his land and placed Calgary's first suburb on the market, naming it Hillhurst.[1] The twenty acre-park land, known as Riley Park, was a gift from the family to the people of Calgary.

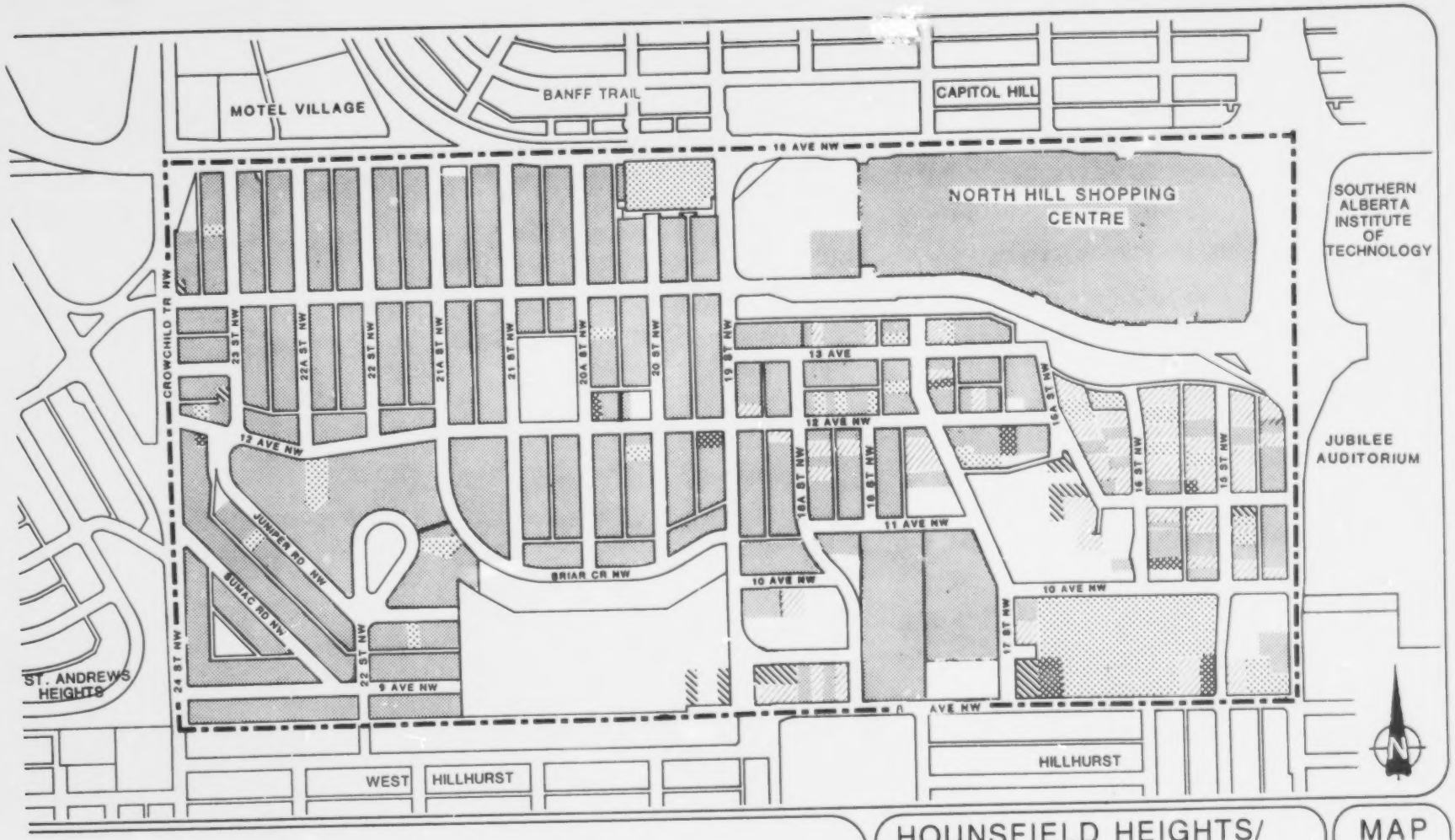
The first Hounsfield Heights subdivision, a strip of land to the north of 8 Avenue between 14 and 19 Streets N.W., occurred in 1906. In 1910, the area was annexed to the City. The first subdivision Plan, 5625 A.C., encompassing land between 14 and 19 Streets and between 9 and 16 Avenues N.W., was registered. At that time 18A Street was named Riley Road, 17 Street was Donald Avenue, 16 Street was McTavish Avenue and 15 Street was Imperial Street (see Map 2). Subdivision of Briar Hill took place in the early 1950s. Map 3, showing age of the existing buildings, reflects the sequence of development in the area.

1. Calgary Herald, January 5, 1937.

HOUNSFIELD HEIGHTS/ BRIAR HILL — MAP 2

TITLE HISTORICAL SUBDIVISION PLAN





LEGEND

- PRIOR TO 1951
- 1951-1960
- 1961-1970
- 1971-1980
- AFTER 1980
- STUDY AREA BOUNDARY

Source: Assessment Department, February 1986

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 3

TITLE

HISTORICAL DEVELOPMENT

DATE: MAY 1989

0 500 1000

0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

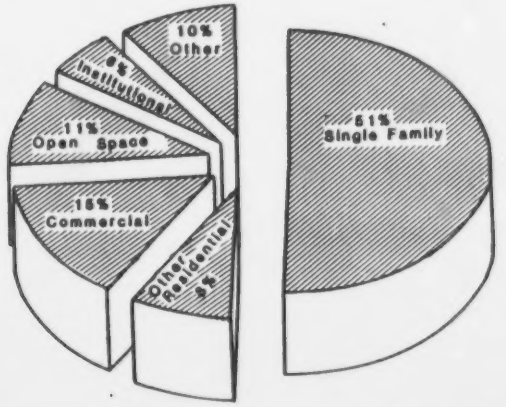
Major developments which occurred in the community include:

- the Bethany Care Centre, opened in 1955;
- the North Hill Shopping Centre, constructed in 1958, the first shopping centre in Calgary;
- the Children's Shelter, built in 1959;
- Campbell's Seed and Nursery operated in the southeast corner of the community, prior to the mid 1960s. In 1966, Bylaw 6687 approved the rezoning of this site from R-1 to R-3 and in 1968 an apartment complex (170 units) was constructed.

1.4 EXISTING LAND USE AND LAND USE DESIGNATIONS

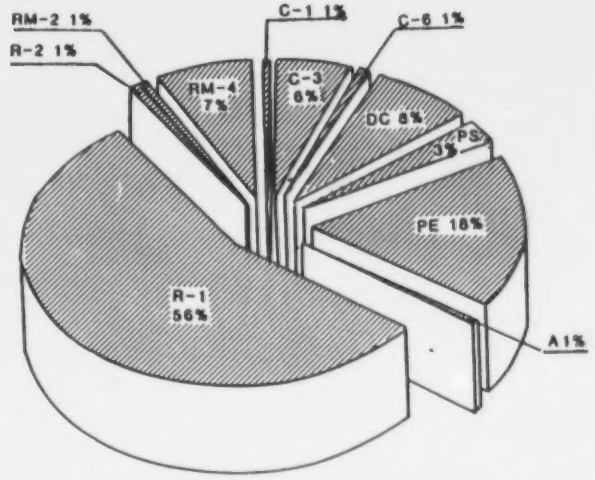
Hounsfield Heights/Briar Hill, occupying a gross area of approximately 130 hectares (320 acres), was annexed to the City in 1910, but was not fully developed until the 1950's. It is a well-preserved, low density residential neighbourhood with pockets of concentrated multi-family units and commercial uses which, for the most part, are located at the edges of the community. Maps 4 and 5 show the distribution of existing land uses and land use designations (zoning) in the community. Figures 1 and 2 indicate the zoned and developed areas for each land use type.

Figure 1 LAND USE DISTRIBUTION

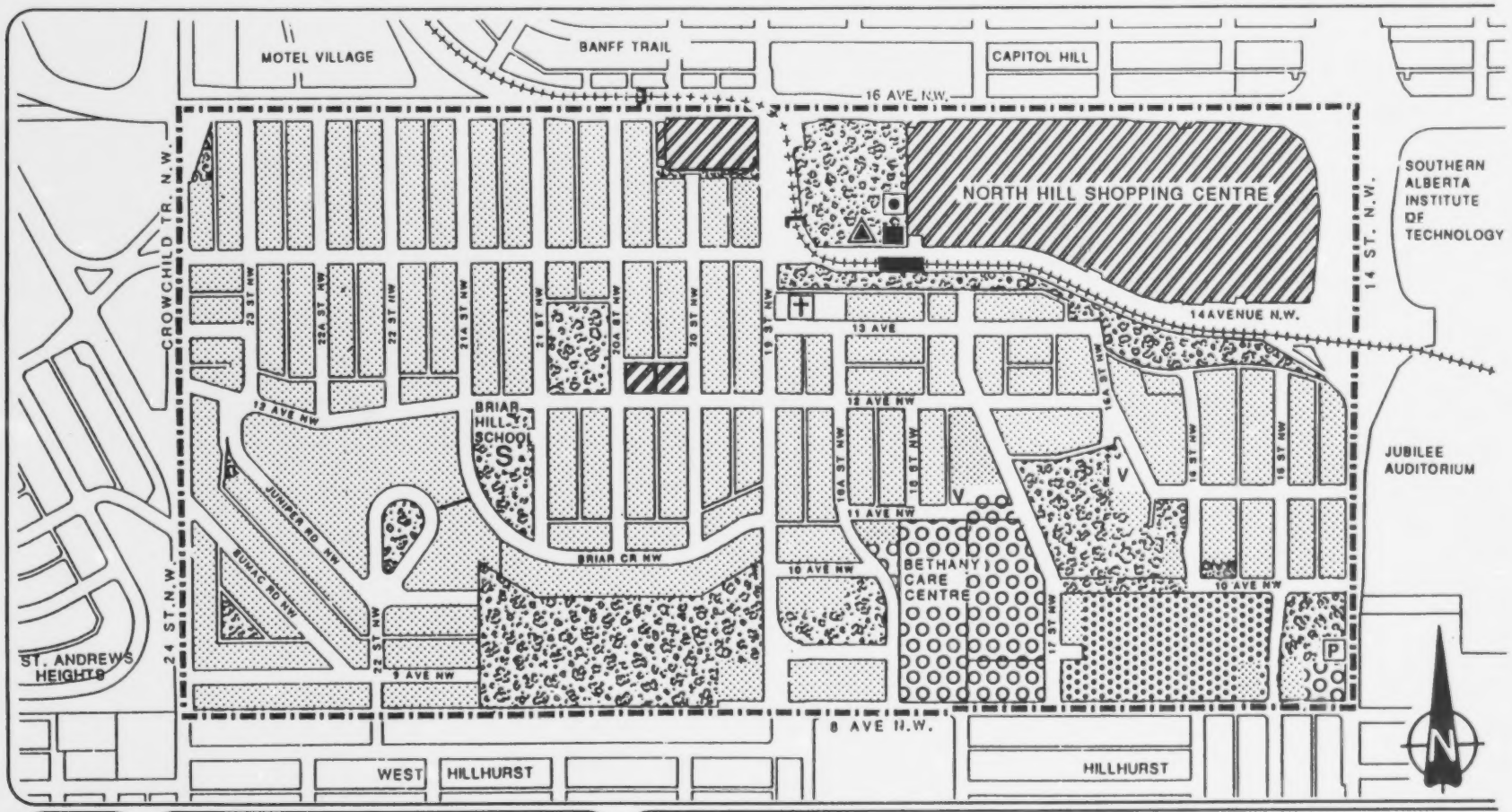


Source: City & Community Planning, February 1987

Figure 2 LAND USE DISTRICTS



Source: City & Community Planning, February 1987



MAP 4

HOUNSFIELD HEIGHTS/ BRIAR HILL

TITLE **GENERALIZED LAND USE**

DATE: MAY 1989

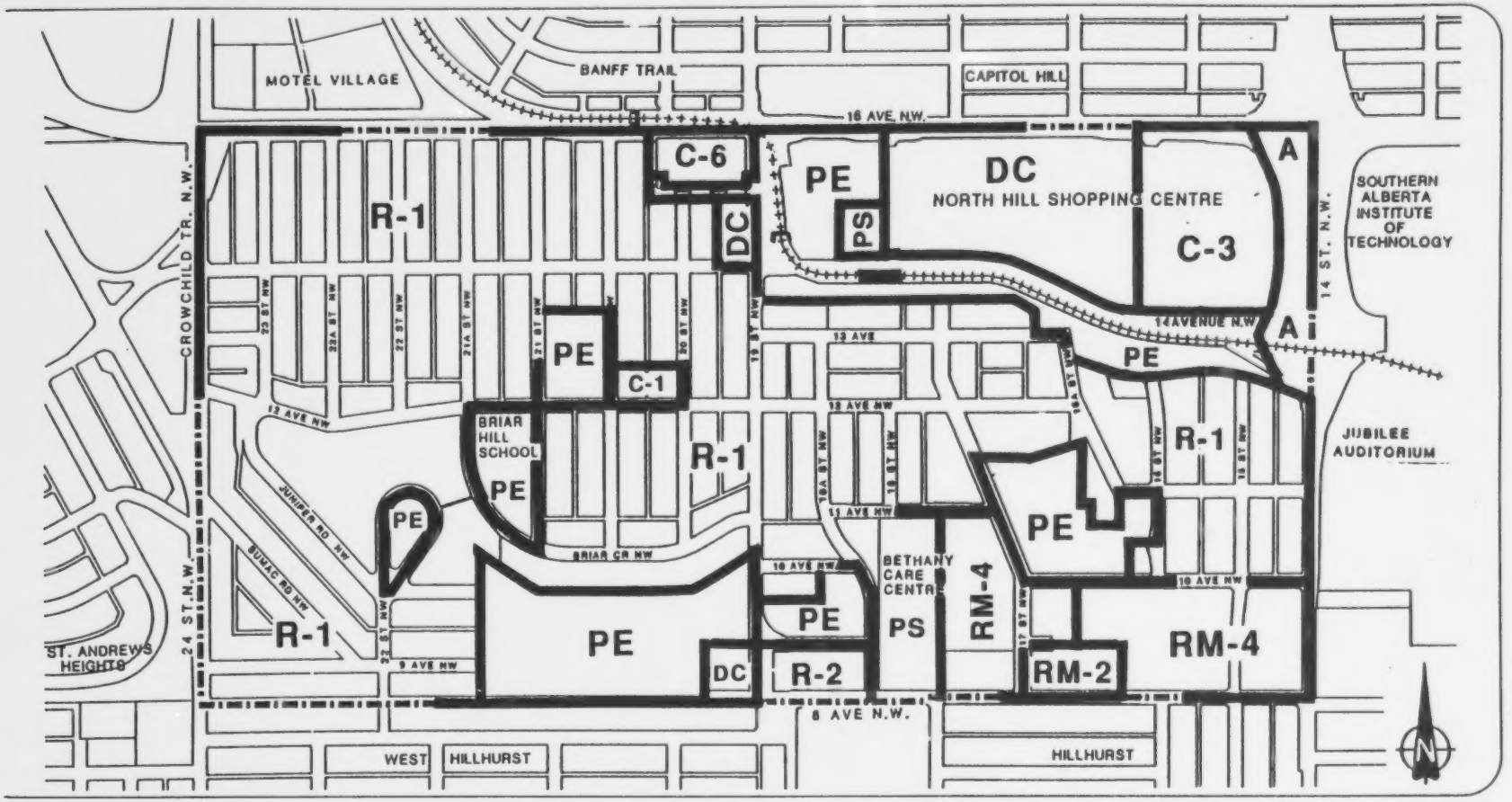
0 500 1000'
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- COMMERCIAL
- INSTITUTIONAL
- OPEN SPACE, PARK, SCHOOL OR COMMUNITY FACILITY
- CHURCH
- LIBRARY
- COMMUNITY HALL
- HEALTH CLINIC
- PUMP STATION
- LRT ALIGNMENT & STATION
- V VACANT
- STUDY AREAS BOUNDARY

NOTE: DATA COLLECTED IN MAY 1987



LEGEND

R-1	RESIDENTIAL SINGLE-DETACHED	C-1	LOCAL COMMERCIAL	PS	PUBLIC SERVICE
R-2	RESIDENTIAL LOW DENSITY RESIDENTIAL	C-3	GENERAL COMMERCIAL	A	AGRICULTURAL & OPEN SPACE
RM-2	RESIDENTIAL LOW DENSITY MULTI-DWELLING	C-6	HIGHWAY COMMERCIAL		LRT ALIGNMENT & STATION
RM-4	RESIDENTIAL MEDIUM DENSITY MULTI-DWELLING	DC	DIRECT CONTROL		STUDY AREA BOUNDARY
		PE	PUBLIC PARK, SCHOOL AND RECREATION		

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 5

TITLE **EXISTING LAND USE DESIGNATIONS**

DATE: MAY 1989

0 500 1000'
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1.4.1 Residential

Hounsfield Heights/Briar Hill is predominantly a single-family housing community. Fifty-six per cent of the area is designated R-1, of which 51 per cent is developed with single-family detached dwelling units. A 171-unit multi-family complex, built in 1968, is located at 1616-1620 - 8 Avenue N.W. Directly west of this apartment complex are three townhouse projects with a combined total of 22 units constructed in 1979, 1980 and 1987. These units, plus converted dwellings, add up to only eight percent of the total dwelling units.

1.4.2 Commercial

Commercial uses occupy approximately 15 per cent of the area of Hounsfield Heights/Briar Hill. There are three commercial districts in the community:

- a car dealership and motel at 16 Avenue and 19 Street N.W.;

- a local commercial block on 12 Avenue between 20 and 20A Streets N.W. This commercial node contains a drapery shop, a hairdresser with one residential unit above, a local food store and an office building. In addition, a medical clinic of approximately 9,200 square feet was approved and constructed in 1987 on the vacant lot, formerly occupied by a gas station on its eastern portion;

- the North Hill Shopping Centre is defined as a regional shopping centre. The Centre has expanded and undergone several renovations during the past few years. There are approximately 85 retail stores and personal services on the main level and a few offices on the second level. The mall houses a major department store (Sears), two junior department stores (Woolworths and Zellers), a liquor store, two supermarkets (Safeway and Super Valu), a bowling alley, a cinema, a drop-in day care, restaurants and various types of professional and medical offices;

- on November 7, 1987, City Council approved a proposed redesignation of six R-1 lots to DC for a commercial/office centre located at 14 Avenue and 19 Street N.W. (Bylaw No. 125Z87). The proposed commercial centre is intended to accommodate professional offices such as medical clinics and related retail developments. Design elements of the project characterize the "village" trend. Other design elements requested by the community have been incorporated in the project to achieve a compatible and integrated development. The development is under construction and scheduled for operation in 1989.

1.4.3 Open Space and School Facilities

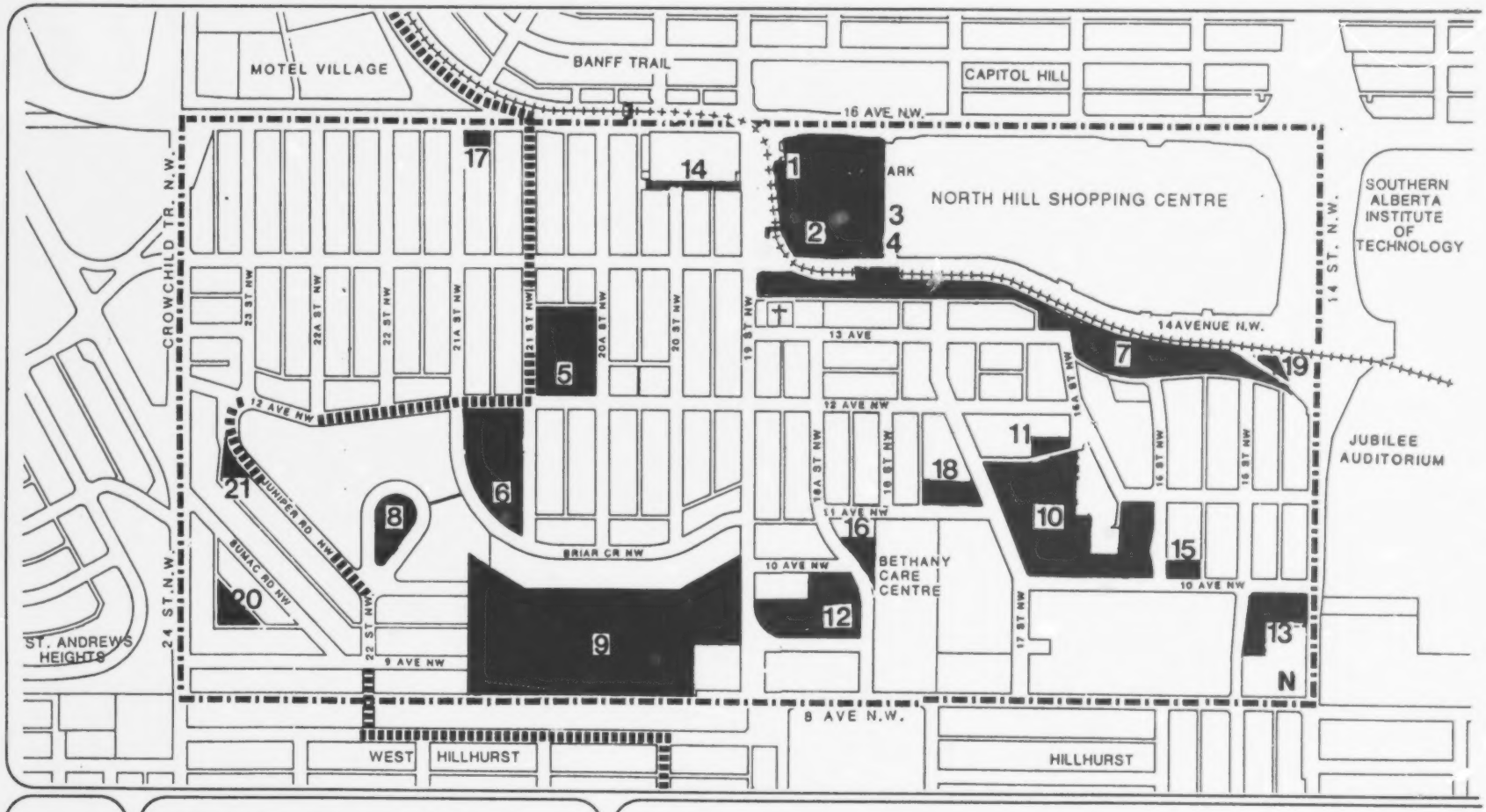
Hounsfield Heights/Briar Hill is classified as a prototype "A" community in the Inner City Open Space Study. A prototype "A" community is defined as a low density community with an adult to child ratio of 80 to 20. The City standard for this type of community is 0.9 to 1.3 hectares (2.2 to 3.2 acres) of functional open space for every 1,000 residents. Currently the community has a total of approximately 20 hectares (50 acres) of active and passive open space. Excluding buffers, slopes, buildings and parking lots, there are approximately 10 net hectares (25 acres) of functional open space, which represents 3.4 hectares per 1,000 population (8.41 acres/1,000). This is well above the Inner City Open Space Study standard for a predominantly family-oriented low density community. The Inner City average for functional open space is approximately 2 hectares per 1,000 population.

One of the significant open space facilities in the community is the Briar Hill Park, located at 12 Avenue and 21 Street N.W. across from the Briar Hill School. It consists of a playground and a skating rink in the winter. The community park, located at the southeast corner of 16 Avenue and 19 Street N.W., is another major open space facility which was redesigned in conjunction with the NW LRT construction. Some playfields, a ball diamond and a skating rink were lost to accommodate the LRT line. However, a considerable amount of landscaping and upgrading in conjunction with the installation of the LRT occurred in the Lions Park area. The Hounsfield Heights/ Briar Hill Community Hall, located in the southeast corner of this park at 19 Street and 14 Avenue N.W., has undergone access and parking alterations in response to the construction of the NW LRT system.

The community is also endowed with a significant amount of natural open space along the escarpments, providing not only attractive visual areas for this community, but for adjacent neighbourhoods as well. The large sloped escarpment of open space, located at 8 Avenue and 19 Street N.W., is generally left in its natural state and occasionally used for hot air balloon launching. Map 6 and Table 1 show the detailed distribution of open space and its associated recreational facilities.

There is one elementary school in the community, Briar Hill Elementary, which is located at 12 Avenue and 21 Street N.W. The school is presently filled to its capacity with additional students being bused in from outside the community.

In 1987, the school ground was completely redesigned as a result of extensive community input (Map 7). Most of the residents felt that the original asphalted yard space was not very functional as a play area. The extensive landscaping and upgrading will ensure that the space is more aesthetic and functional for various school and recreational activities.



MAP 6

HOUNSFIELD HEIGHTS/ BRIAR HILL

TITLE **EXISTING OPEN SPACE AND COMMUNITY FACILITIES**

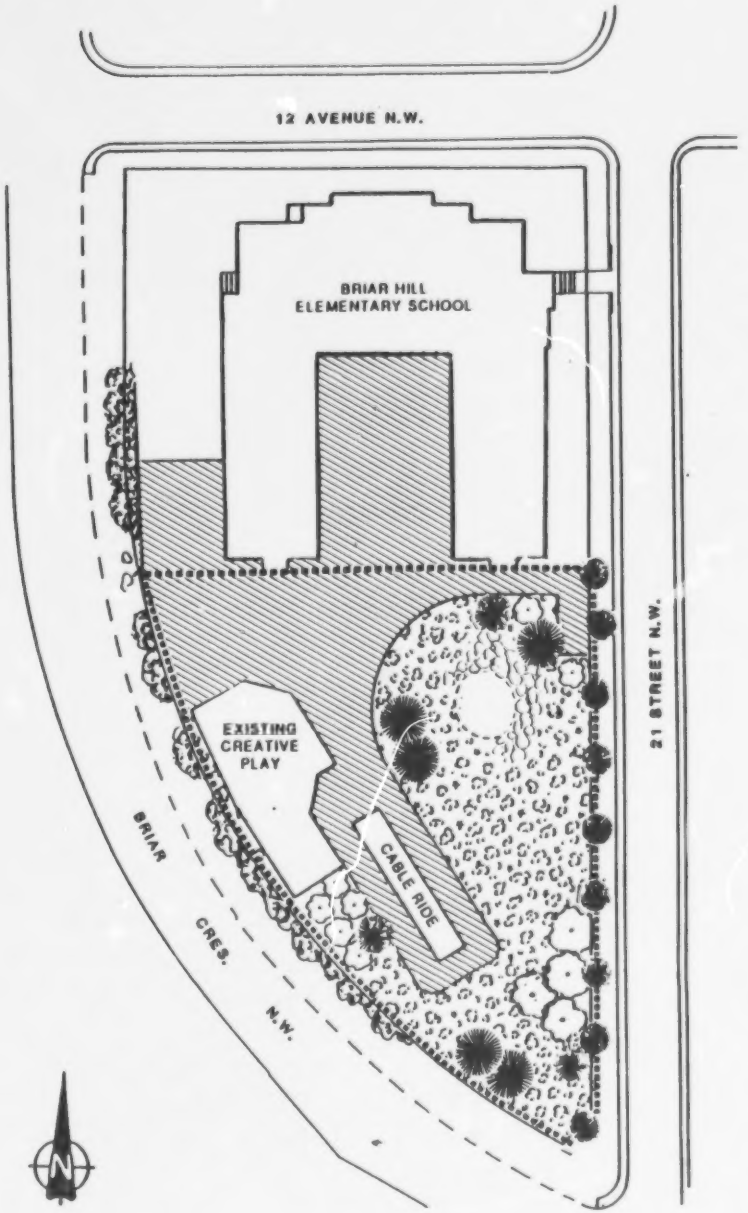
DATE: MAY 1989

0 500 1000
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

LEGEND

- OPEN SPACE
- CHURCH
- LIBRARY
- COMMUNITY ASSOCIATION HALL
- HEALTH CLINIC
- N NURSING HOME
- 1 - 21 SITES AS PER TABLE 1
- BIKEWAYS
- STUDY AREA BOUNDARY



HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 7

BRIAR HILL SCHOOL YARD IMPROVEMENT PLAN

LEGEND

- DECIDUOUS TREES
- CONIFEROUS
- SOD
- ASPHALT

Note; The School Yard was Upgraded in August 1987

DATE: MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Table 1 - EXISTING OPEN SPACE, PARK & SCHOOL FACILITIES (1988, JULY)

SITE	LOCATION	OPEN SPACE CLASSIFICATION	OWNERSHIP AND/OR RESERVE STATUS	LAND USE DESIGNATION	SITE AREA		FACILITIES
					GROSS	NET	
1. Community Park 2. Community Hall (lease land) 3. Health Clinic 4. Louise Riley Library	1928 - 14 Ave. N.W. 1920 - 14 Ave. N.W. 1904 - 14 Ave. N.W.	Active Open Space	City, Reserve	PE PS	2.147 ha (5.31 acres)	1.610 ha (3.97 acres)	Community Park - soccer field, picnic tables, ball diamond. Community Hall, Clinic, Library.
5. Briar Hill Park	1404 - 21 St. N.W.	Active	City, Reserve	PE	1.040 ha (2.57 acres)	1.040 ha (2.57 acres)	Neighbourhood park, tot lot, skating rink, benches, landscaped open space.
6. Briar Hill School	1233 - 21 St. N.W.	Active	Public School Board	PE	1.068 ha (2.64 acres)	0.588 ha (1.45 acres)	Elementary school, daycare, before and after school programs.
7. Lions Park	1635 - 14 Ave. N.W.	Passive	City, Reserve	PE	2.352 ha (5.81 acres)	2.352 ha (5.81 acres)	Neighbourhood park, benches, tot lot.
8. Hawthorne Crescent	24 Hawthorne Cr. N.W.	Passive	City, Reserve	PE	0.303 ha (0.75 acres)	0.303 ha (0.75 acres)	Neighbourhood park, landscaped open space.
9. Briar Escarpment Natural Park	1025 - 19 St. N.W.	Passive	City, Environmental Reserve	PE	5.649 ha. (13.96 acres)	2.824 ha. (6.97 acres)	Natural areas. Pathways.
10. Hounsfield Heights Natural Park	1204 - 17A St. N.W.	Non-Functional	City, Municipal Reserve	PE	2.440 ha. (6.03 acres)		Neighbourhood park, natural areas, visual relief.
11. 17A Street N.W.	1227 - 17A St. N.W.	Non-Functional	City	R-1	.004 ha. (.01 acres)		Not suitable for open space.
12. 9 Avenue and 18A Street N.W.	1015 - 18A St. N.W.	Passive	City, Municipal Reserve	PE	0.902 ha. (2.23 acres)	0.902 ha. (2.23 acres)	Neighbourhood park, benches, landscaped areas.

SITE	LOCATION	OPEN SPACE CLASSIFICATION	OWNERSHIP AND/OR RESERVE STATUS	LAND USE DESIGNATION	SITE AREA		FACILITIES
					GROSS	NET	
13. 10 Avenue and 14 Street N.W.	1025 - 14 St. N.W.	Passive	City	RM-4	0.558 ha (1.38 acres)	0.558 ha (1.38 acres)	Neighbourhood park, landscaped, and treed.
14. Residential Buffer	1527 - 20 St. N.W.	Non-Functional	City, Reserve	PE	0.133 ha (0.33 acres)		Landscaped buffer.
15. 10 Avenue and 16 Street N.W.	1102 - 16 St. N.W.	Non-Functional	City, Municipal Reserve	R-1	.076 ha (0.19 acres)		Grassed area.
16. 10 Avenue and 18A Street N.W.	1104 - 18A St. N.W.	Non-Functional	City	R-1	0.254 ha (0.63 acres)		Landscaped and used as an access road to Bethany Care.
17. 16 Avenue and 21A Street N.W.	1616 - 21A St. N.W.	Non-Functional	City	R-1	0.052 ha (0.13 acres)		Access to pedestrian overpass.
18. 11 Avenue and 17A Street N.W.	1205/1209 -17A St. N.W.	Non-Functional	City	R-1	0.266 ha (0.66 acres)		Natural areas. Portion of site was used as open space by the Children's Shelter.
19. 14 Street N.W.	14 Street Roadway	Non-Functional	City	A	2.746 ha (6.79 acres)		Buffer.
20. Sumac Road*	2335 Sumac Road N.W.	Passive	City, Reserve	R-1	0.186 ha (0.46 acres)		Neighbourhood park.
21. Juniper Road*	2415 Juniper Rd. N.W.	Non-Functional	City, Reserve	R-1	0.046 ha (0.11 acres)		Visual relief.
TOTAL					20.222 ha (49.999 acres)	10.177 ha (25.13 acres)	

* Open space in the West Hillhurst Community district.

1.4.4 Institutional and Community Facilities

Hounsfield Heights/Briar Hill has a good provision of facilities, such as: library, health clinic, day cares, special hospital care, nursing home and the Community Hall. There are other recreational, cultural and educational facilities that are easily accessible to the community (e.g. McMahon Stadium, Jubilee Auditorium, the University of Calgary, S.A.I.T., etc.). The major facilities within the community include the following:

a. Hounsfield Heights/Briar Hill Community Hall
(1928 - 14 Avenue N.W.)

The Hounsfield Heights/Briar Hill Community Hall is the focal point of community activities. The Community Association organizes and sponsors different types of programs that cater to the needs of its residents. Examples of such programs are seniors' fitness activities, crime prevention programs and family sports nights. The Community Association also assists the residents in various planning and traffic review matters.

One of the most prominent programs conducted by the community is the day care programs. The Hounsfield Heights/Briar Hill Community Association has been operating the Briar Hill Children's Programs since September, 1982. A Parent Advisory Board reports to the Community Association executive. Space in the Briar Hill School is leased from the Calgary Board of Education for this purpose. Day care for children 19 months to 6 years old, and before and after-school care for 6 to 12 year olds, is provided Monday to Friday from 7:30 to 17:30. The Briar Hill Family Day Home Project, located in the Briar Hill School, coordinates a private home day care alternative.

b. Louise Riley Library
(1904 - 14 Avenue N.W.)

The library was opened in 1958 and named after Louise Riley, Ezra Riley's eldest daughter. Ms. Riley was active in developing the children's section of the library system and in promoting children's programs between the schools and the libraries. This branch serves the local community from north of the Bow River to 20 Avenue North. There are approximately 40,000 books in the building with the additional service of referral and pick-up from other library branches available. The library holds activities such as Toddler Time, Friday film evenings and Storytimes.

c. Calgary Health Services - North Hill Clinic
(1920 - 14 Avenue N.W.)

The clinic provides such services as: immunization and fluoride tablets, home health care for seniors, prenatal and postnatal classes and dental care.

d. Bethany Care Centre
(916 - 18A Street N.W.)

This centre, operated by the Lutheran Welfare Society, has grown from a 45-bed cottage nursing home to a multi-disciplinary 550-bed facility. A senior citizens'

residence with room and board, a nursing home with 24-hour a day care, and an auxiliary hospital are provided. A day care centre accommodating approximately 43 children and the Bethany Volunteer Services Department are also housed in the Bethany Care Centre.

e. Extendicare Hillcrest
(1512 - 8 Avenue N.W.)

Approximately 110 beds can be accommodated in this nursing home facility.

f. Children's Service Centre
(1005 - 17 Street N.W.)

Prior to the closure of the Children's Shelter and Detention Centre, the programs/facilities for children provided by the Centre included shelter accommodation, a group home, a secure treatment facility and a detention centre.

In 1987, the Provincial Government selected other agencies to provide these services which had been under the auspices of the City of Calgary Social Services Department.

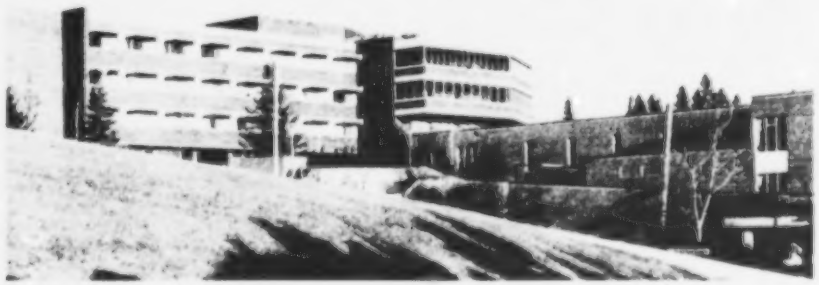
Since the termination of all the programs in early 1988, the Social Services Department is reviewing other alternative uses for the site and facilities. No decision has been made at this time.

g. Churches

The churches in this community include:

- Skyline Wesleyan Fellowship Church located at 262A, 1632 - 14 Avenue N.W.;

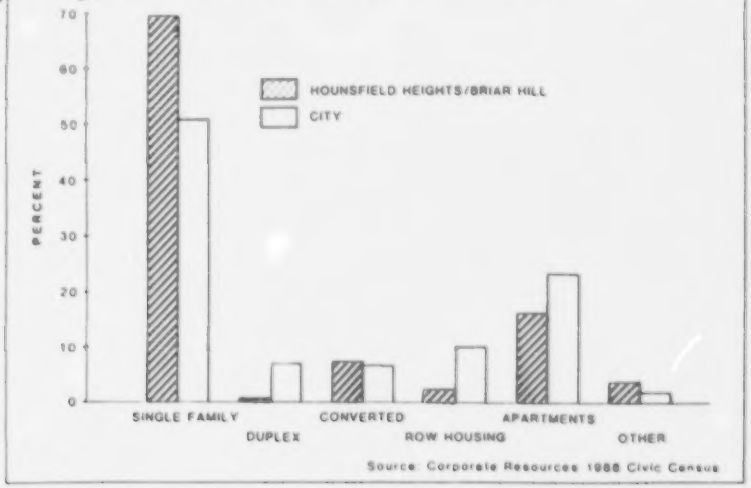
- Seventh-Day Adventists Church, located at 1920 - 13 Avenue N.W.



1.5 HOUSING TYPES

Single-family detached dwelling units, constituting approximately 69 per cent of the total housing stock (Figure 3), are the predominant housing type in the Hounsfield Heights/Briar Hill community. This compares with an overall City average of 51 per cent. The majority of the homes were built in the 1950's. There are a few houses, built prior to 1920, which are located in the northeast part of the neighbourhood. Map 3 indicates the various stages of housing development in the community, while Figure 3 shows the total housing units in the community over the last seventeen years. Current construction consists of home renovations and some infill dwellings. There is a trend towards some of the very large lots being subdivided for standard lot single-family developments. Approximately 16 per cent of the total dwelling units are apartments. The largest apartment complex, located at 1616 and 1620 Avenue N.W., contains 171 units.

Figure 3 **DWELLING UNIT MIX**



Source: Corporate Resources 1988 Civic Census

Figure 4 **DWELLING UNITS**
1972-1988

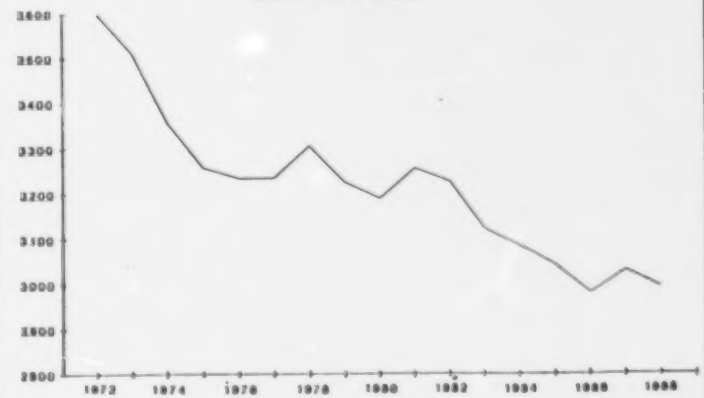
Source: Corporate Resources Data from 1977 & 1988 Census Files

1.6 DEMOGRAPHIC CHARACTERISTICS

1.6.1 Population and Occupancy Rates

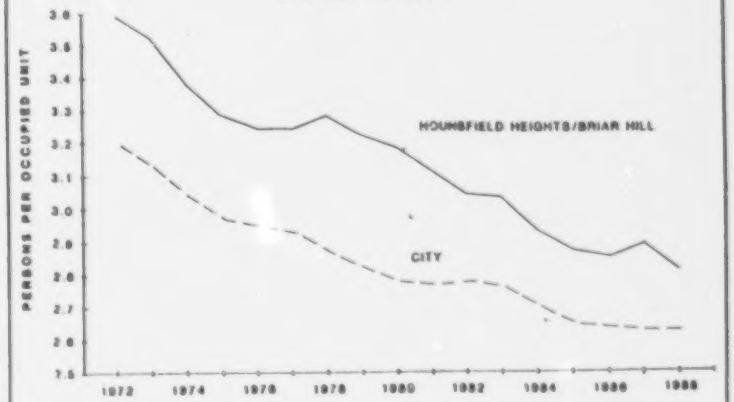
The population of the Hounsfield Heights/Briar Hill community has gradually declined from 3,595 in 1972 to 2,990 in 1988, a decrease of 16.8 per cent (Figure 5). In contrast to the community, the city population increased by 59 per cent over the same time period. The population decrease can be attributed to a decline in the number of persons per dwelling unit, which decreased from 3.59 in 1972 to 2.81 in 1988 (Figure 6). The occupancy rate decline can be attributed to a lower birth rate commonly experienced throughout North America and maturing of the population of the community, similar to many of the inner city neighbourhoods. However, it is interesting to note that, since 1986, population in the single family dwelling category seems to be on the increase which could reflect the number of new families with children moving into the community in recent years.

Figure 5 POPULATION
1972-1988



Source: Corporate Resources Data from 1977 & 1988 Census Files

Figure 6 OCCUPANCY RATES
1972-1988

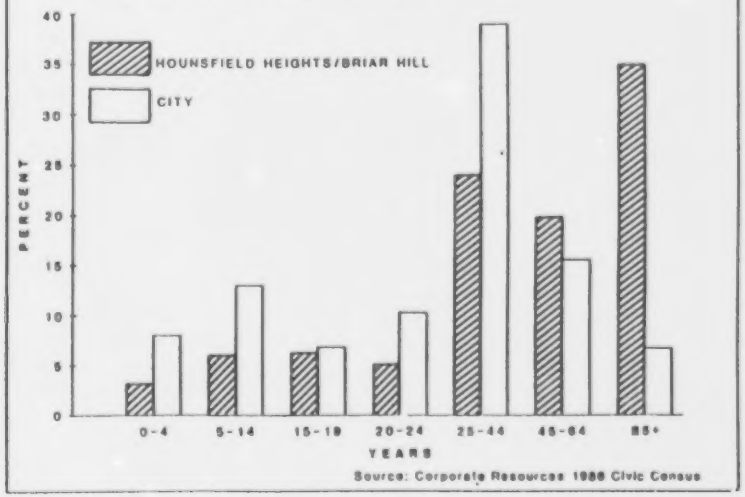


Source: Corporate Resources Data from 1977 & 1988 Census Files

1.6.2 Age Structure

In 1986, Hounsfield Heights/Briar Hill had a high proportion (35 per cent) of over 65-year old residents compared with only seven per cent for the overall city average (Figure 7). This difference is partially explained by the presence of the Bethany Care Centre located in the community. With the exclusion of Bethany Care Centre, the community still had approximately 14 per cent of its residents over 65 years of age. It is also noted that, compared with the city average, the community has a smaller proportion of people in categories of ages 44 years and under, but a higher proportion of the over 44 years of age group. This is typical for a maturing inner city community.

Figure 7 AGE GROUPS



Source: Corporate Resources 1986 Civic Census

1.6.3 Home Ownership Pattern and Length of Stay

The 1988 Census information shows that 68 per cent of occupied dwellings in the community were owner occupied, compared with 56 per cent for the City (Figure 8). This, combined with the high percentage of people residing in their homes for over 10 years, indicates strong stability in the community (Figure 9).

Figure 8 HOME OWNERSHIP OF OCCUPIED DWELLING UNITS

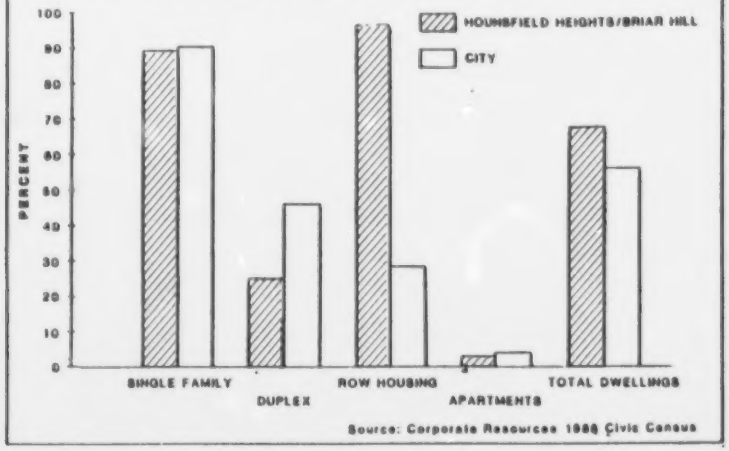
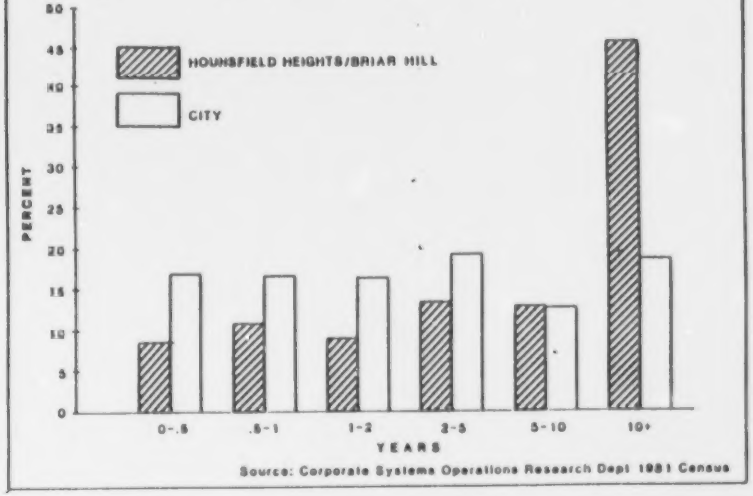


Figure 9 LENGTH OF STAY



1.7 SOCIAL PERSPECTIVES

1.7.1 Income

In general, the residents of Hounsfield Heights/ Briar Hill have a higher average median income than that of the city population as a whole.[2] With a city-wide median index value of 100.0, the 1986 median income of Hounsfield Heights/Briar Hill was 108.9.

In 1988, only 2.2 per cent of the population in the community received social assistance, in comparison with the city rate of 5.7 per cent.

In spite of the high proportion of its population that are over 65 years of age (35 per cent), it is interesting to note that the latest available data (June, 1987) shows only 16.7 per cent of the seniors received the Federal Guaranteed Income Supplement compared with 35.5 per cent city-wide.

2. Index of Median Incomes

This information is based on reported income levels with the City of Calgary median income level of 100. A median falls in the middle of a distrioution with an equal number of cases above and below it.

1.7.2 Single Parent Families

The 1986 Census of Canada indicates that, in the Hounsfield Heights/Briar Hill community, approximately 20.7 per cent of those families with children living at home were headed by a single parent. By comparison, the percentage of single parent families for Calgary was 19.5 per cent. The 1986 Civic Census shows 1.3 per cent of the dwellings in Hounsfield Heights/Briar Hill were occupied by an individual adult (over 15 years of age) with one or more children (14 years and younger). This compares with three per cent for Calgary.

1.7.3 Community Crime Incidence

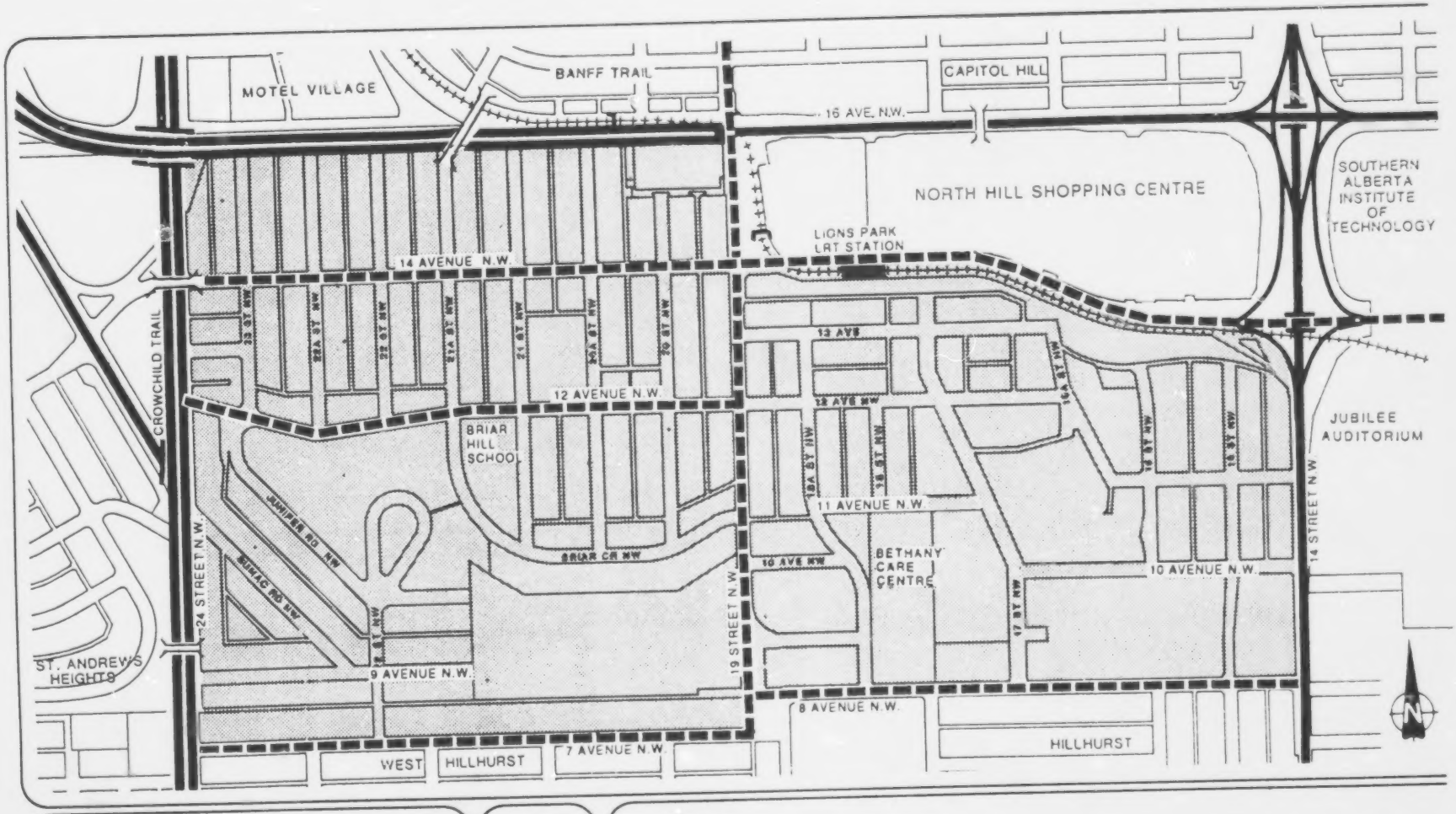
The community of Hounsfield Heights/Briar Hill has a significantly higher crime rate in the categories of break and entry and theft under $1,000 than the City as a whole. The high rate for theft is attributed to the large shopping centre located in the area. The high incidence of break and entry could be a result of easy access to and short-cutting through the community, the high proportion of senior citizens vacationing away from their homes, and the numerous large, affluent homes in the neighbourhood.

1.8 EXISTING TRANSPORTATION SYSTEM

1.8.1 Roadway System

The existing transportation system in Hounsfield Heights/ Briar Hill is shown on Map 8. The major thoroughfares serving the community include Crowchild Trail N.W. to the west, 16 Avenue N.W. to the north and 14 Street to the east. The overall street system is a standard grid pattern with some variations in the southwest corner of the community, where the roadways are modified by the slopes of the escarpment. Map 9 shows the latest traffic volume data on some of the selected roadways.

In September of 1987 the Briar Hill community requested a residential Parking Zone through the Area Redevelopment Plan process. Residents felt that the North Hill Shopping Centre, the auto dealership on 16 Avenue N.W. and the LRT generated excessive non-resident overflow parking problems in the community. The Transportation Department evaluated the situation and agreed that a zone was warranted. Zone "W" as indicated on Map 8, combining the Briar Hill and Hounsfield Heights communities into one zone, was established and approved by City Council on 1988 March 20. Hounsfield Heights was previously in Residential Parking Zone "F".



HOUNSFIELD HEIGHTS/
BRIAR HILL

MAP
8

TITLE **EXISTING TRANSPORTATION NETWORK**

DATE: MAY 1989

0 500 1000'
0 152 304 Meter

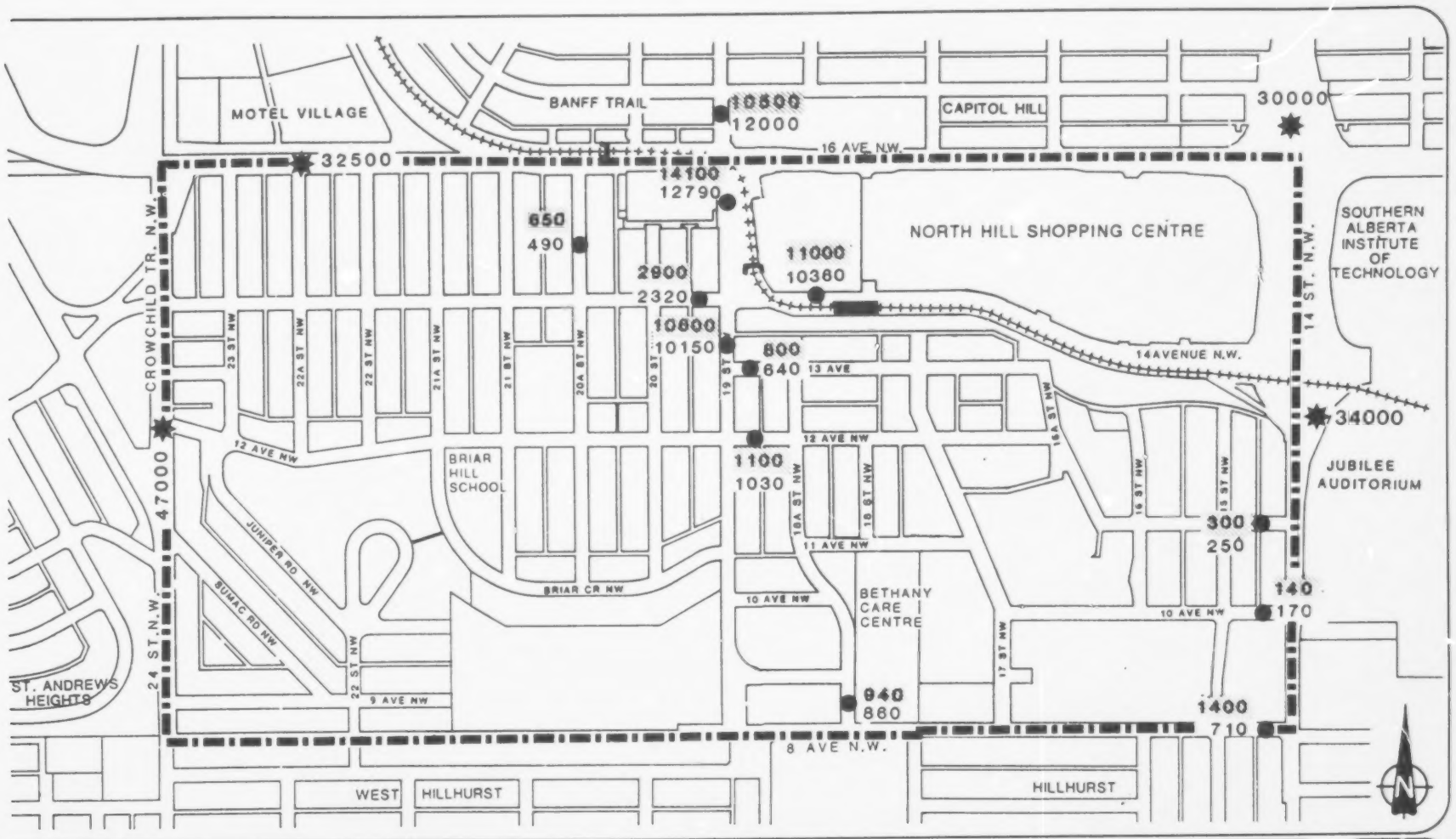
80

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

LEGEND

- FREEWAY OR EXPRESSWAY
- MAJOR ROAD
- COLLECTOR ROAD
- LRT ALIGNMENT & STATION
- LRT UNDERGROUND
- PEDESTRIAN OVERPASS
- RESIDENTIAL PARKING ZONE "W" (Bylaw 11M88)

Note: Freeway / Expressway / Major Road Standards are Shown in Bylaw 3M82 Amended by Bylaw 64M84



LEGEND

- ● TRAFFIC FLOWS
- 13050 BEFORE LRT COUNTS (April 1987)
- 13100 AFTER LRT COUNTS (April 1988)
- ✸ 1987/1988 TRAFFIC COUNTS
- STUDY AREA BOUNDARY

Note: All Numbers Represent 2-Way 24 Hours Traffic Flow

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 9

TITLE **TRAFFIC VOLUME**

DATE: MAY 1989

0 500 1000'
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

1.8.2 Northwest Light Rail Transit

In March 1985, City Council approved construction of the Northwest LRT line on the south side of 14 Avenue N.W., with a low-profile, walk-on station located across from the Louise Riley Library near 19 Street N.W. (see Map 10).

During the construction period, the Hounsfield Heights/ Briar Hill Environmental Liaison Committee, established by City Council in the spring of 1985, provided valuable input to the Administration on integration of the line with the community. In order to evaluate the long term impacts of the line on the community, Council also approved the NW LRT Monitoring Study program to monitor the social, economic, biophysical and land use changes in the area and to address any problems arising from the operation of the line.

The line was completed and began operation in September 1987.

1.8.3 Bus Service

The community is well-served by a system of bus routes (see Map 10). The entire northwest bus network was revised with the implementation of the NW LRT line in 1987. The most significant issue centered on the volume of buses that would be operating on 14 Avenue N.W. and 19 Street N.W. in Hounsfield Heights/Briar Hill. This concern was ultimately resolved through revisions to the bus routes.

The operation of the NW LRT feeder bus network will continue to be monitored and evaluated by the Transportation Department based on community input and Council-approved performance measures.

Route #19 is currently under review due to the construction of a continuous sound barrier wall on the south side of 16 Avenue N.W. between Crowchild Trail and 20A Street N.W.

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 10

TITLE

N.W. LRT AND BUS NETWORK

LEGEND

LRT ALIGNMENT & STATION

40 BUS ROUTE

Note: 1. Changes to route No. 19 will be finalized in early 1989

2. For detailed information consult Calgary Transit

DATE: MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/2 mile
0 800 Meters

2.0 Background to Policy Formulation and Recommendations

2.1 POLICY CONTEXT

2.1.1 North Bow Design Brief, 1977

The North Bow Design Brief, approved by City Council in 1977, provides land use recommendations on redevelopment potential, provision of open space and a system of transportation network for ten communities including Hounsfield Heights/Briar Hill in the North Bow area.

The Design Brief maintains the status quo for Hounsfield Heights/Briar Hill. Additionally, the North Hill Shopping Centre is reaffirmed as a regional shopping centre.

2.1.2 The Inner City Plan, 1979

The Inner City Plan, 1979 provides an overall policy thrust with respect to a growth strategy for the established communities. It establishes a framework within which planning, at the neighbourhood level, might better respond to broader city and inner-city issues and objectives. It indicates the general location and the type of redevelopment desirable for specific communities. Hounsfield Heights/Briar Hill is designated as a "Conservation" area with the policy direction stated as:

> *"The intent within areas designated for conservation is to retain the existing character and quality of the area. These areas should function as stable family residential neighbourhoods. Portions of such areas should be preserved (protected from more intensive development), other parts may accept some new development so long as it respects and enhances the existing fabric of the community."*

2.1.3 The Calgary General Municipal Plan (Calgary Plan), 1978

In 1978, City Council adopted the Calgary General Municipal Plan which is the overall statutory plan for the city.

On 1984, September 10, City Council amended the Calgary Plan to include policies for development adjacent to LRT stations. They are as follows:

"3.4.22 T.10 *Subject to Amended Policy T.14 increase the density of residential development adjacent to LRT stations and major bus routes where local community conditions warrant."*

"3.2.11 EA.9 *Encourage new suburban employment near LRT Stations and major bus routes where local conditions warrant."*

"3.4.22 T.14 Development in LRT station areas will be of a type, design and intensity compatible with adjacent communities and supportive of the transit system."

"3.4.22 T.21A Locate light rail transit stations so as to optimize service to communities and potential transit supportive development."

"3.4.22 T.21B Avoid causing unnecessary speculation and instability in communities abutting LRT stations by providing the public with an early indication of Council's intention with respect to the level of development opportunity through appropriate planning processes including preparation of station area plans and/or Area Redevelopment Plans and Area Structure Plans."

In view of the changing economic conditions and city growth patterns, City Council approved The Long-Term Growth Management Strategy on 1986 July 22. The goals and policies of the growth strategy were incorporated into the Calgary Plan on 1988 June 20. The most current framework for managing the established communities are:

"2.7.3.1 In established residential areas, the City will endeavour to optimize the use of existing servicing systems. Through the local planning process, the opportunities for accommodating population increases will be identified in each community, ensuring that population increases in ways which:

- *strengthen the role of the community within the built-up area, as defined in local area plans;*
- *contribute positively to the community's quality and image; and*
- *contribute to the existing community fabric and social environment.*

2.7.3.2 The quality of the physical environment in existing communities is to be improved. To enhance the attractiveness of these communities, Council will consider a program of capital improvements on an annual basis.

2.7.3.3 A variety of housing types, to serve the broadest spectrum of housing needs, should be encouraged within the built-up area. Provision should be made for a choice of housing types and living environments so as to provide for various types of populations in the

existing communities ranging from unattached persons (i.e. older residents and young adults), couples in their family formation years, middle aged and older families. This does not mean that every community district is obliged to provide a mix of housing. Rather, the appropriate mix in any given community district is to be determined through the local planning process while maintaining a city-wide perspective.

2.7.3.4 *Where deemed appropriate, the relocation of low intensity, functionally obsolete or incompatible land uses within existing communities to more suitable peripheral locations should be encouraged. Infill redevelopment, which will result in more efficient use of land and services, suitable to local conditions, should be encouraged."*

2.1.4 Crowchild Trail North Functional Study (CALTS #53)

In 1979, Council approved the Crowchild Trail North Functional Study for right-of-way protection. Funds were approved in 1987 to complete design work and acquisition of land. Construction of the interim stage of the ultimate facility, as contained in the report, will be undertaken in 1988-1990. Major design of this interim stage will include:

- Crowchild Trail North, constructed to a six lane divided facility from the river going north to University Drive;
- Kensington Road intersection - all turns;
- 5 Avenue N.W. intersection - all turns;
- access from Crowchild Trail northbound to 24 Street N.W. at 9 Avenue - eliminated;
- noise attenuation barriers - between 9 Avenue and 16 Avenue (east side) - in detailed design stage.

OPEN SPACE RELATED ISSUES:

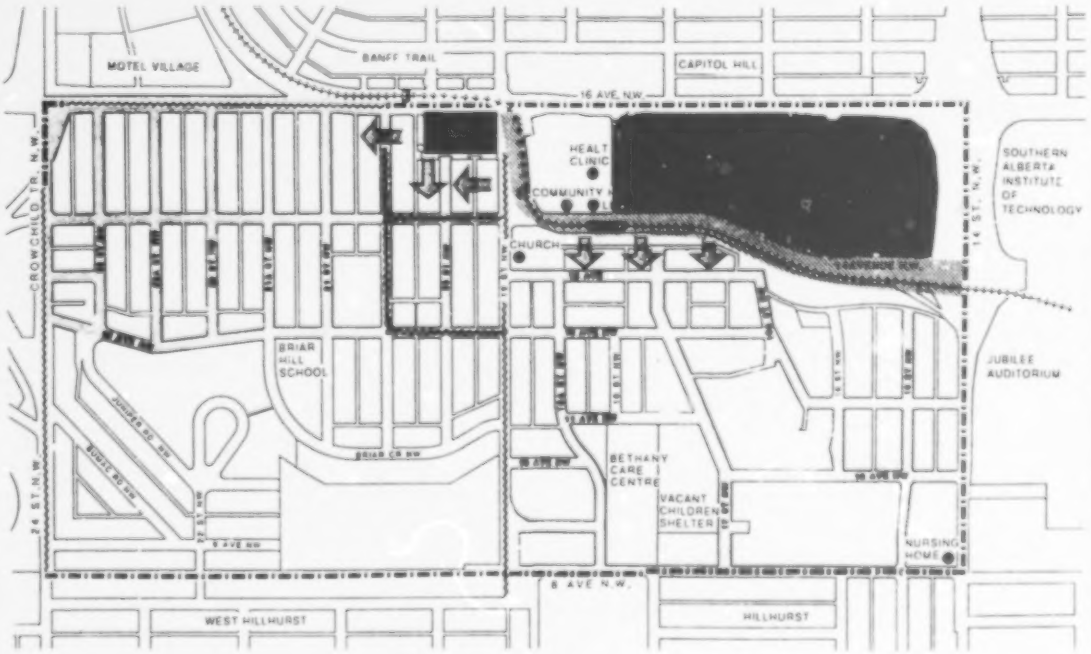
- Protection of Escarpment Areas
- Protection of Natural Areas
- Park Maintenance
- Pedestrian/Cyclist Access to Major Open Space and Recreational Facilities

SCHOOL RELATED ISSUES:

- Viability of School
- Quality of School Yard

COMMERCIAL RELATED ISSUES:

- Viability of Shopping Centre
- Future Expansion of Shopping Centre
- Commercial/Residential Interface
- Noise/Traffic from Commercial Uses



INSTITUTIONAL RELATED ISSUES:

- Lack of On-Site Parking
- Over-Spill Parking and Traffic Infiltration
- Concentration of Regional Institutional Uses
- Land Use Uncertainty

TRANSPORTATION RELATED ISSUES:

- Limited Road and Intersection Capacity
- Access Constraints
- Excessive Traffic on Collector Roads
- Land Use, Circulation and Environmental Concerns Related to Future Road Upgrading (e.g. 16 Avenue)
- Noise Level from Major Arterial Roads
- Traffic Infiltration and Short-cutting
- Non-Resident On-Street Parking

GENERAL COMMUNITY ISSUES:

- Protection of Neighbourhood Stability
- Protection of Neighbourhood Quality and Character
- Redevelopment Pressure
- Land Use Uncertainty
- Insensitive Infills
- Scale and Massing of Future Redevelopment
- Intrusion of Incompatible Uses

LRT-RELATED IMPACTS:

- Proximity of Alignment and Station to Residential Uses
- Loss of Open Space and Recreational Facilities
- Potential Commuter Overspill Parking
- Barrier Effects
- Noise and Vibration
- Redevelopment Pressure

LEGEND

- LRT ALIGNMENT & STATION
- COMMERCIAL AREA
- REDEVELOPMENT PRESSURE
- OVERSPIL PARKING (FROM S.A.I.T., COMMERCIAL USES, SHOPPING CENTRE, HOSPITAL, STADIUM ETC.)
- INCREASES IN TRAFFIC VOLUME AND NOISE LEVEL
- PEDESTRIAN BARRIER EFFECT
- STUDY AREA BOUNDARY

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 11

TITLE **SUMMARY OF ISSUES AND CONCERNS**

DATE: MAY 1989

0 500 1000
0 152 304 Metres

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

2.2 ISSUES AND CONCERNS

The issues and concerns detailed in the Plan, and other sections of the Supporting Information were derived from the public participation process conducted in conjunction with the preparation of the Plan. The information was gathered through open houses, meetings, questionnaires and opinion surveys, and discussions with the Community Association, the Community Planning Advisory Committee, the Ward Alderman, property owners and business people. Map 11 provides a summary of the community's major issues and concerns.

2.3 APPROACHES TO RECOMMENDED POLICIES

The recommended land use policies and implementation techniques/actions presented in this Plan are intended to ensure the continued stability of the Hounsfield Heights/ Briar Hill community and to recognize the residents' aspiration to protect the existing low density family-oriented character of the neighbourhood. The image of a stable, liveable and safe family-oriented community provides the basic policy thrust in the preparation of this Area Redevelopment Plan.

The planning approach focuses on creating land use stability; encouraging attractive and compatible redevelopment; maintaining and enhancing existing community amenities; ensuring that land use designations are available to accommodate a variety of housing choices for families; implementing and supporting programs to minimize intrusive traffic and non-resident on-street parking; and encouraging community co-operative efforts to improve security and community cohesiveness. In addition, special health, recreational and housing needs of senior citizens in the community are recognized.

2.3.1 Residential Land Use

The intent of the residential land use policies is to protect the family-oriented low density nature of the community while ensuring that the existing variety of housing types suitable for a range of lifestyles and economic situations are retained.

2.3.1.1 Low Density Residential, Conservation and Infill (R-1, DC and R-2 Districts)

The Plan reaffirms the "Conservation Policy" of the North Bow Design Brief, 1976 and the Inner City Plan, 1979, which supports maintaining the existing character and quality of the neighbourhood through conservation and rehabilitation, while allowing infills that would respect and enhance the existing fabric of the community. In order to implement the conservation policy and to encourage stability, the existing low density residential land use districts of R-1, DC and R-2 are retained.

The R-1 district, the predominant land use designation in the community, allows retention of single family dwellings and 12.19 metre (40-foot) lot infill developments. The R-2 district allows for the retention of single family dwellings, conversion of existing single family dwellings to two family dwellings, construction of duplex, semi-detached dwellings and 7.5 metre (25 foot) lot infill developments.

Infill housing is generally considered desirable to maintain the vitality of inner city neighbourhoods. However, it is generally agreed that infill developments, if built to the maximum envelope and density allowed under the Land Use Bylaw, can constitute a visual intrusion to the established streetscape and may cause negative environmental impacts to nearby residents. To ensure compatibility and integration of proposed new development with the existing dwellings, development guidelines have been included. The guidelines will assist builders/developers in providing sensitive designs that would respect the community context. Additionally, the guidelines will be considered by the Approving Authority in reviewing discretionary development permit applications.

On 1988 June 20 City Council amended the Land Use Bylaw to link the approval of lot subdivisions with an examination of the development plans for the proposed lots, if it is deemed necessary. The following policies have been included in Section 20 (B) - Site Dimensions in the General Rules for Residential Districts of the Land Use Bylaw:

> *"(a) The area and dimensions of a lot to be created in an already subdivided and developed residential area shall be:*
>
> *(i) consistent with the general character of the surrounding area in terms of parcel size and dimensions or,*
>
> *(ii) appropriate for the area having regard to the design of the dwelling units proposed to be constructed on the lot."*

Accordingly, where a proposed subdivision is deemed to be "out of character with the surrounding area" in terms of lot size and dimension, the applicant will be requested to process the development permit concurrently with the subdivision.

Should the subdivision be approved, based upon a specific development, then one of the conditions of approval may require the filing of a restrictive covenant that would tie the subdivision to the specific development.

To ensure that new development or renovations would better fit into the established neighbourhoods, City Council at its meeting of 1988 December 12 approved a motion to instruct the Land Use Bylaw 2P80 be amended. Amendments approved by City Council at a public hearing of 1989 March 13 require, in certain inner city communities, a development permit for all new single-detached dwellings in R-1 Districts, single-detached, duplex and semi-detached dwellings in R-2 and R-2A districts; and for renovations to a dwelling which raise any portion of the roof by 1.5 metres (5 feet).

With respect to the land use redesignations proposed in the community, the present land use designation (PE) is considered inappropriate for the four single-family dwellings located in the 1000 block on 17 Street N.W. Redesignation of these parcels from PE to R-1 is recommended to reflect their current and future use.

2.3.1.2 Medium Density Residential (RM-2, RM-4 Districts)

The existing RM-2 and RM-4 areas, located mainly at the southern edge of the community, are recommended for retention. The intent of this policy is to maintain the variety of housing choices available in the community while encouraging compatible, low-profile, family-oriented forms of redevelopment to occur in the residual, under-utilized, multi-dwelling residential sites.

The RM-2 and RM-4 districts provide opportunities for development of a range of housing types such as single-family, duplex, townhouses or apartments. Because of the large concentration of apartments in one area and residents' concern and their aspiration of maintaining the family orientation of the neighbourhood, a low profile housing form with direct access to grade having a density range in the order of 75 units per hectare (30 units per acre) is recommended in the under-utilized RM-4 sites. It is noted that townhousing with direct access to individual units is considered one of the appropriate housing forms in attracting families with children.

To encourage developers to design buildings which are complementary to the character of existing developments, development guidelines have been included for the Approving Authority when reviewing proposed multi-family projects.

A medium density residential policy is considered appropriate for the entire, or a portion of, the former Children's Service Centre site. Because of the size of the property (2.29 hectares/5.67 acres), a comprehensive housing development incorporating various housing types could be developed on the site. The concept of a "planned unit development" is recommended to provide an efficient pattern of building types in clusters. This should result in substantial savings in streets and utilities and should improve the provision of open space within the

development. In addition, special housing needs for the handicapped or the elderly could also be included in the redevelopment concept to meet the needs of the community and the city as a whole.

2.3.2 Commercial Land Use

The purpose of the commercial land use policies is to define the boundaries and the density levels of the various types of commercial areas in the community. To complement the residential land use policies of maintaining community stability, the A.R.P. strongly discourages expansion of the existing commercial sites into adjacent residential areas. These policies are also intended to accommodate the range of existing local and regional commercial uses while providing directions for new developments to occur in order to meet the emerging regional trends, and the desires and the needs of the community.

2.3.2.1 Neighbourhood Commercial

The neighbourhood commercial land use policy is intended to accommodate the existing local shopping areas which offer convenience goods and services that serve the day-to-day needs of local residents. The C-1 designation, covering the parcels located at 20 Street and 12 Avenue N.W., and the DC designation, approved by City Council in 1987 for the one-half block of lands located at 19 Street and 14 Avenue N.W., is considered appropriate. It is anticipated that redevelopment of the existing under-utilized sites within the designated commercial areas are adequate to meet the local retail and service space requirements. Development guidelines have been incorporated into the A.R.P. to protect the residential areas from potential conflicts with commercial uses.

2.3.2.2 Highway Commercial

The existing C-6 District is recommended for retention for properties fronting onto 16 Avenue, west of 19 Street N.W. The highway commercial land use policy reflects the historic and current uses of the properties. However, due to the proximity of low density residential development and access constraints on 16 Avenue and 19 Street N.W., redesignation of the C-6 sites to a general commercial land use district, as a long term goal, may be more appropriate to encourage office, personal service or retail use development.

2.3.2.3 Regional Shopping Centre

The North Hill Shopping Centre, defined by the Calgary Municipal Plan and the North Bow Design Brief, as a regional shopping centre is reaffirmed.

It is envisaged that the shopping centre, constructed in 1958, will continue to be the dominant shopping focus for the community. The Plan also recognizes the trend of regional shopping centres evolving into urban activity focal points, similar to town centres with shopping, cultural and recreational attractions, as well as having health clubs, daycares, medical services and other facilities. Guidelines

for potential expansion and/or renovation of the shopping centre have been included to overcome residents' concerns regarding potential negative traffic impacts on abutting roadway networks, and to ensure an attractive commercial development for the community.

It is important to note that the North Hill Shopping Centre encompasses two separate parcels under different ownerships and different land use designations. The western portion of the Centre was redesignated from C-3 to DC to accommodate its latest expansion in 1983. However, the C-3 designation of the Centre, occupied by the Sears Department Store, has not been changed to reflect the shopping centre's status.

As part of the preparation of the ARP for Hounsfield Heights/Briar Hill, the Transportation Department had engaged a consultant to study the implications of several development scenarios. One of the scenarios examined was Sears' C-3 land use designation. Results of the study are summarized in Appendix A. The A.R.P. supports a "Direct Control" district for the entire shopping centre to accommodate the land uses related to a regional shopping centre. As well, development guidelines to address the density, design, landscaping, parking, vehicular and pedestrian access for future expansions and/or renovations of the Centre have been included.

2.3.3 Institutional Use

The intent of the policies on institutional uses is to accommodate the existing facilities in the community while ensuring that new or expansion of existing uses will not negatively affect the quality of the neighbourhood. With the exception of the Children's Service Centre, the existing land use designations are considered appropriate to accommodate the variety of uses in the community.

The major issue associated with these uses is centered on excessive non-resident on-street parking. Implementation of a restricted parking zone for the community has greatly reduced the overspill parking problem resulting from inadequate on-site parking provisions of facilities such as the Bethany Care Centre and the Seventh Day Adventist Church.

With the termination of the programs at the former Children's Service Centre, other alternative uses have been explored by the City. The A.R.P. supports programs and/or new facilities that can serve the needs of the elderly and children, to be located at the site. The entire, or a portion of, the site is recommended for redesignation once a proposal/use is determined. Development guidelines have been included to ensure that development of new facilities would be integrated into the community.

The A.R.P. also has made provision for a possible fire station to be located in the vicinity of 14 Avenue and 19 Street N.W. In the event that consolidation of Fire Halls No. 6 and 10 occurs. The exact location will be subject of negotiation and consultation with affected agencies and property owners.

2.3.4 Open Space and Community Facilities

If Hounsfield Heights/Briar Hill is to continue to function as an attractive neighbourhood, an adequate level of open space must be maintained and protected.

At present, by City standards, Hounsfield Heights/Briar Hill is considered sufficiently supplied with open space and park facilities. However, it is important to note that a significant amount of the open space in the community is undeveloped natural areas or escarpment lands.

Reduction of functional open space, resulting from the construction of the LRT system, was compensated by improvements made in the Lions Park, the Community Park and the Briar Hill School grounds. Dedication of Lions Park as Municipal Reserve was also undertaken to ensure the permanency of the park space.

The Plan recommends that an adequate level of open space in the community be maintained. In particular, the passive natural areas and the escarpment lands are proposed for retention with limited park development (e.g. trails, sitting and lookout areas, etc.), where appropriate, to enhance their usage. Provision of some trails in the escarpment area may be necessary to direct some of the pedestrian traffic away from the ecologically sensitive areas.

A "Needs and Preference" Study is recommended to identify residents' recreational needs and concerns regarding adequacies of current open space and recreational program provisions.

It is generally felt that the range of community facilities provided in the community is satisfactory. Some parking and traffic problems related to the facilities have been resolved and the traffic and access situation will be monitored. It was felt by some that the library, clinic and the community hall can be better integrated as a community focus, particularly when redevelopment opportunity of any one of facilities should arise in the future.

2.3.5 Schools

The Briar Hill Elementary School is considered as an important asset to the community. Closure of the school would pose a threat to the attractiveness of the area to function as a neighbourhood for families with young children. There is no anticipated closure of the school at this time. The Calgary Board of Education has established a comprehensive consultative process involving all interested groups in the affected community, if a school is anticipated for closure. The Plan supports reuse of the Briar Hill School for community related activities, should the school be considered surplus to the School Board's needs. The concept of maximizing the school facility to complement the recreational or social needs of the residents is strongly supported. The junior and senior high schools are available in the adjacent communities.

2.3.6 Transportation

2.3.6.1 Roadways

The Plan supports retention of the existing roadway designations. It outlines the planned roadway improvements/upgrading required to provide a satisfactory level of mobility to the general public and to adequately accommodate future development in the community

without overloading problems on the surrounding road network. A consultative planning process is proposed for future major roadway design and construction to protect the community from potential adverse socio-economic and environmental impacts related to such facilities.

In order to address the environmental concerns related to excessive traffic noise levels from major roadways, efforts have been made during the planning process. A continuous noise attenuation barrier is under construction on the south side of 16 Avenue from Crowchild Trail to 20A Street N.W. The provision of a noise attenuation barrier will also be included on the west side of the community in conjunction with the upgrading of Crowchild Trail N.W. currently underway.

2.3.6.2 Traffic and Parking

During the preparation of the Plan many of the traffic problems related to overspill parking and through traffic have been reviewed and ameliorative measures taken to address these concerns. The overspill parking concern generated from the Bethany Care Centre, the Seventh Day Adventist Church, the LRT, and some commercial uses in the community, has been addressed with the implementation of the Restricted Residential Parking Zone By-law (No. 11M88). Ongoing enforcement will be taken to minimize non-local parking.

The through traffic problem, particularly the shortcutting issue, related to 20A Street and the lane to the east at 16 Avenue N.W., was investigated. Surveys and traffic counts were taken during the planning process to examine possible solutions. The results of the 20A Street traffic analysis are shown in Appendix B. No action is recommended at this time as the majority of residents prefer the current situation. It is important to stress that modification of 20A Street will necessitate modification of the lane as well.

The Transportation Department will respond to residents' concerns regarding traffic issues. Traffic congestion, pedestrian and vehicular safety concerns, difficulties of turning movements at major intersections resulting from LRT operation or commercial/ institutional developments and others will be investigated by the Transportation Department and ameliorative actions will be undertaken, where appropriate.

2.3.6.3 LRT and Bus Operations

The NW LRT Impact Monitoring Study, authorized by City Council in 1985, will document and evaluate the potential socio-economic and environmental changes in the community resulting from the LRT operation. The pedestrian and LRT interface issue on 14 Avenue N.W. will continue to be monitored. Ameliorative measures to improve pedestrian convenience and safety will be taken as problems arise.

2.3.7 Social Needs

To enhance the community as a place to live, the Plan encourages community-initiated programs to promote neighbourliness and to prevent property-related crimes. Given the significant portion of senior citizens residing in

the community and the general aging population in the city, the Plan supports City initiatives in assisting appropriate agencies to provide special health care and accommodation facilities/programs to the elderly where appropriate. Programs and uses similar to those formerly provided for children in the Children's Service Centre are considered appropriate in the existing vacant facilities if similar programs/uses are found to be necessary in the future.

2.4 Proposed Land Use Designations

There is only a limited number of redesignations required to implement the land use policies. The proposed land use designations are shown on Map 12. The recommended redesignations are as follows:

1. Redesignation of 4 lots (1002, 1006, 1012, 1016 - 17 Street N.W.) from PE (Public Park, School and Recreation) to R-1 (Residential Single-Detached District) to reflect their present use.

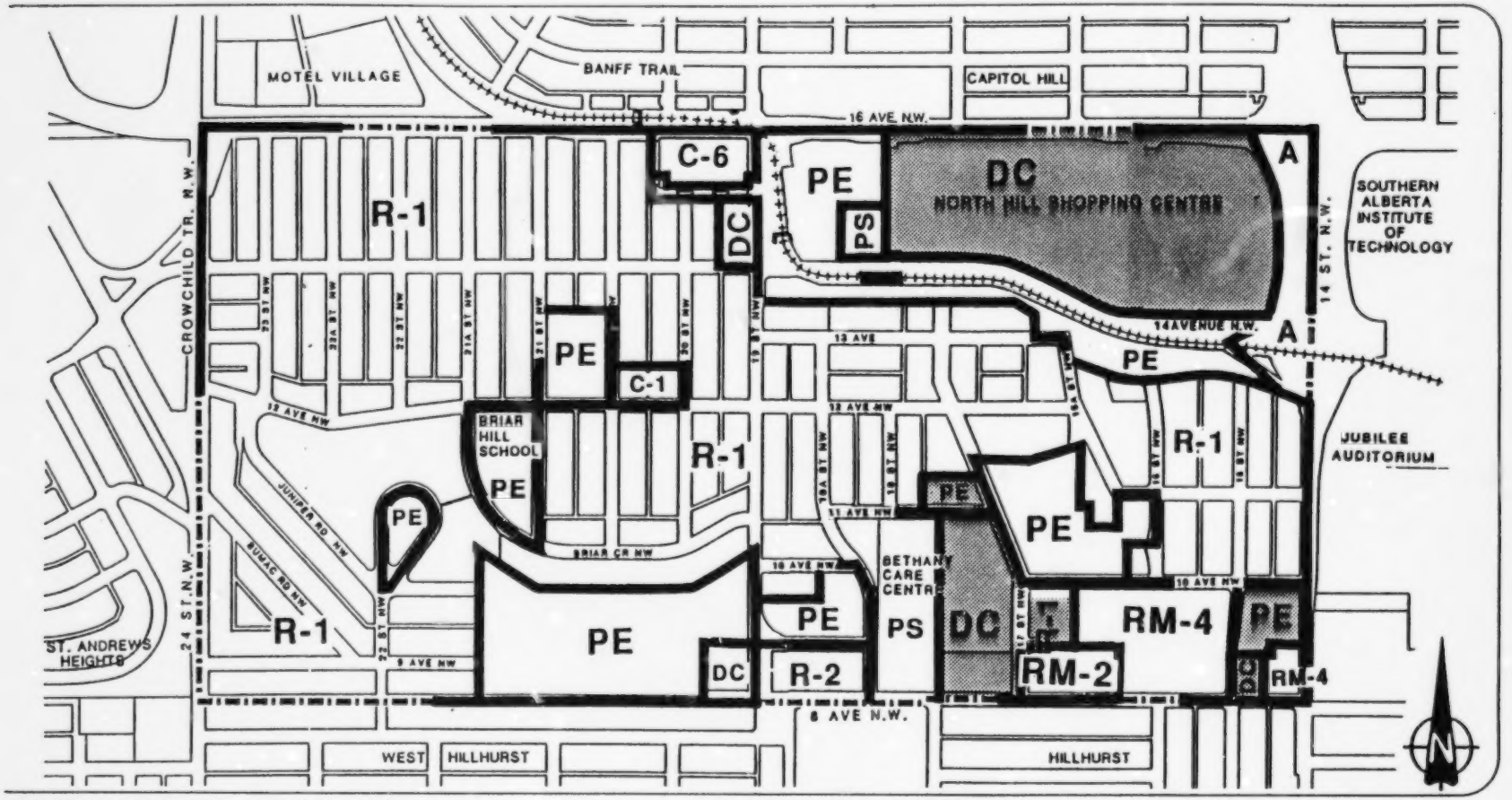
2. Institutional and/or residential uses are considered appropriate for the former Children's Service Centre. Redesignation of the site from RM-4 to DC (RM-2) to accommodate low/medium density residential development and ancillary public uses is supported.

3. As instructed by City Council, redesignation of Lot 3, Plan 4879L (1514-1518 - 8 Avenue N.W.) from RM-4 to DC with RM-4 guidelines is required to accommodate the intended development of a senior citizens complex.

4. Redesignation of the entire North Hill Shopping Centre is recommended. A DC (Direct Control) District with development guidelines is considered appropriate to reflect the Centre's Regional Shopping Centre status, and to provide for developments that, due to the site and transportation capacity constraints in the area, would require special density and design considerations.

5. Redesignation of Plan 1603 JK 2 (1025 - 14 Street N.W.) from RM-4 to PE to reflect its current open space status and use is considered appropriate.

6. Redesignation of 1205-1209 - 17 Street N.W. from R-1 to PE to reflect its intended use.



LEGEND

R-1	RESIDENTIAL SINGLE-DETACHED	C-1	LOCAL COMMERCIAL	PS	PUBLIC SERVICE
		C-3	GENERAL COMMERCIAL	A	AGRICULTURAL & OPEN SPACE
R-2	RESIDENTIAL LOW DENSITY RESIDENTIAL	C-6	HIGHWAY COMMERCIAL		PROPOSED REDESIGNATION AREA
RM-2	RESIDENTIAL LOW DENSITY MULTI-DWELLING	DC	DIRECT CONTROL		LRT ALIGNMENT & STATION
RM-4	RESIDENTIAL MEDIUM DENSITY MULTI-DWELLING	PE	PUBLIC PARK, SCHOOL AND RECREATION		STUDY AREA BOUNDARY

HOUNSFIELD HEIGHTS/ BRIAR HILL

MAP 12

TITLE **PROPOSED LAND USE DESIGNATIONS**

DATE: MAY 1989

0 500 1000'
0 152 304 Meter

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

3.0 Financial Implications

The Plan makes recommendations on improvements/ programs for purposes of improving the physical environment, the quality of life and the accessibility of the community. The costs associated with these improvements and/or programs may be borne in the following ways:

a. The City's annual budgetary process is the key means by which priorities of various civic departments are determined for capital improvements that are to be constructed during the fiscal year.

   The expenditures for programs such as conducting traffic management/monitoring studies, assisting communities in "Needs and Preference" surveys, initiating road closures, installing signage for bikeways and restricted parking zones, etc. will be incorporated in the annual operating budget of the responsible civic departments. Programs related to the construction of road and access improvements, and park developments, installation and/or modification of traffic devices, etc. are generally included in the annual capital budget of the responsible civic departments.

   It is noted that many of the improvements required in the community have been completed during the plan preparation period or are currently under construction (e.g. access and parking improvements associated with the construction of the NW LRT, school yard upgrading, construction of the noise barrier walls associated with the Noise Retrofit Program and upgrading of Crowchild Trail N.W.).

   An estimated 2 kilometre area is being suggested by the ARP for linear parks improvements in the community. It is estimated that a cost of from $60,000 to $120,000 (1988 dollars) for basic unembellished walking trails or pathway facilities may be required. As the exact nature and timing of the recommended improvements such as bikeway/pathway developments have not been identified at this time, it is recommended that the responsible civic departments coordinate with the interested community groups and incorporate the identified municipal improvements into their annual budget review for consideration by City Council as warranted.

b. The costs of lane improvements are generally borne by adjacent property owners through petitions under Local Improvement By-laws.

c. The cost of sidewalk replacement is generally shared between adjacent owners and the City through petitions under Local Improvement By-laws.

c .Feasibility of using other government sponsored programs for capital improvements should be explored. In particular, programs targeted to encourage community groups to build, maintain and operate community facilities should be encouraged. Such programs may include the Provincial Government's Community Recreation/Cultural Grant and the City's Adopt-a-Park Program.

4.0 Planning Process

As stated in the Plan, Section 5.1.2, the Planning Act, 1977, (and its subsequent amendments) enables the City to prepare statutory area redevelopment plans for designated neighbourhoods. This process also provides an opportunity for interested citizens to participate in establishing land use policies and implementation programs to achieve specific community objectives.

Throughout the planning process, consultation with property owners, residents, Ward Alderman and various interest groups including businesses, was considered essential and critical to the formulation of policy recommendations. The Hounsfield Heights/Briar Hill Community Association, in conjunction with their Ward Alderman, has been actively involved in numerous ways during the preparation of the Plan. The consultation process involves the formulation of a Community Planning Advisory Committee (CPAC) comprised of residents, business property owners and community association representatives. This Committee has played a positive role in the planning process by providing valuable assistance to the planning staff in identifying issues and formulating solutions.

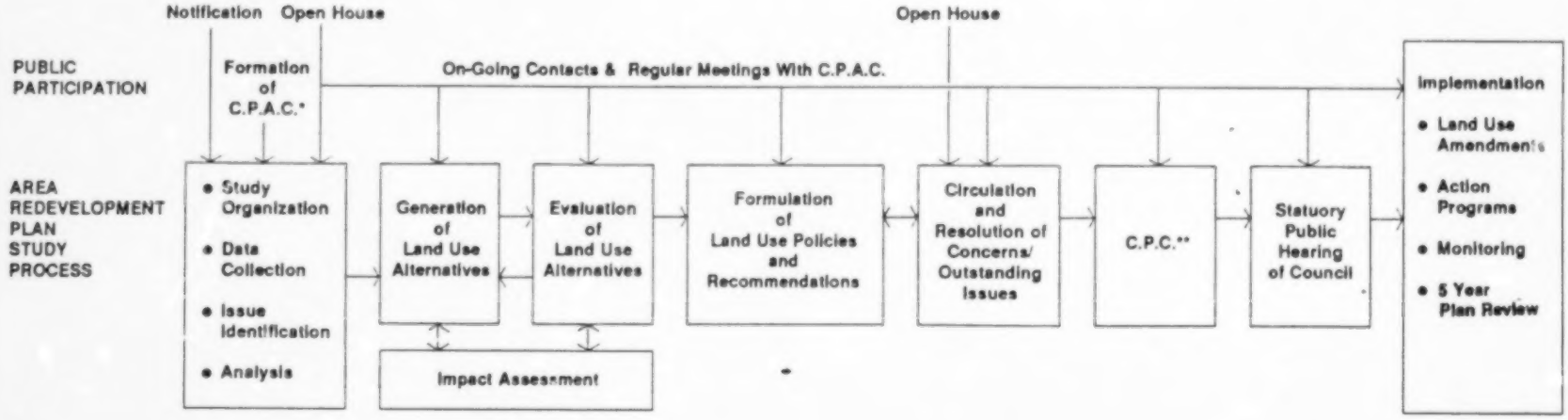
Discussions, special meetings and open houses on specific issues were conducted during the planning process. As well, surveys were used to solicit suggestions. In general, the meetings and open houses held in the community were well-attended and involved a high level of input.

HOW CAN YOU GET INVOLVED IN THE PREPARATION OF YOUR COMMUNITY PLAN?
1. JOIN YOUR COMMUNITY ASSOCIATION
2. ATTEND A.R.P. OPEN HOUSES
3. VOLUNTEER FOR THE COMMUNITY PLANNING ADVISORY COMMITTEE. (C.P.A.C.)

With active involvement from the Community Association and their Ward Alderman, many of the local issues were implemented during the planning process. The establishment and implementation of a Restricted Parking Zone for the area; implementation of landscaping improvements around the LRT line; dedication of Lions Park as community "reserve"; restructuring of the parking areas and access to the Community Hall; upgrading of the Briar Hill Elementary School playground area; and the proposed construction of a noise attenuation wall along 16 Avenue N.W. are some of the activities undertaken in the planning area.

The Plan also encourages continued support and active participation by the Community Association and property owners in the implementation, monitoring and review stages of the Plan. Figure 10 summarizes the planning and implementation processes of the Hounsfield Heights/ Briar Hill Area Redevelopment Plan.

Figure 10 **PLANNING AND IMPLEMENTATION PROCESSES**



5.0 Appendices

5.1 Appendix A - A Summary of the "North Hill Shopping Centre Traffic Impact Study"

5.1.1 BACKGROUND AND PURPOSE OF THE STUDY

In June 1988 the City of Calgary Transportation Department commissioned Swanson Transportation Consultants Ltd. to undertake a traffic impact study for three redevelopment alternatives for the North Hill Shopping Centre site. The study was undertaken in response to a request from the Planning & Building Department for an assessment of the transportation implications of three alternatives which are being examined for the North Hill Shopping Centre site as part of the preparation of an area redevelopment plan for the Briar Hill/Hounsfield Heights area.

The purposes of the study were:

- to determine the impact of the three land use scenarios on the existing and future transportation network;
- to identify remedial traffic measures necessitated by the site development; and
- to make recommendations as to the appropriate level of land use development for the site based on the transportation implications.

5.1.2 DESCRIPTION OF ALTERNATIVES

The three redevelopment alternatives (see Table 2) examined were:

- Scenario A

  1,689,973 square feet of predominantly office development, with some retail development, and a 200 room hotel all on the Sears' site (representing a full 3 F.A.R.* density on the Sears' site).

- Scenario B

  A more moderate development of approximately 422,000 square feet, consisting of office, retail and retail food store uses on the Sears' site (representing .75 F.A.R. development on the Sears' site).

- Scenario C

  A comprehensive joint Cadillac Fairview/Marathon/ Sears development of approximately 1,260,000 square feet consisting of retail, office and residential development (representing an approximate density of .93 F.A.R. for the total site).

* F.A.R. (Floor Area Ratio) means the gross floor area of a building divided by the gross site area.

5.1.3 STUDY AREA

The study area for the analysis was bounded by Memorial Drive in the south, Crowchild Trail and University Drive in the west, Charleswood Drive and Northmount Drive in the north, and 10 Street N.W. in the east. Three population scenarios were examined in the study: the existing population, the 750,000 population and the one million population.

5.1.4 STUDY CONCLUSIONS

The main conclusions of the study were as follows:

- Traffic Volumes on Surrounding Roadways

  The projected traffic volumes on some of the key surrounding roads for each of the scenarios are shown in Table 3.

- Scenario A

  The roadways in the surrounding area could handle the additional traffic in terms of a signal/lane capacity but the northbound Crowchild Trail/eastbound 16 Avenue N.W. volumes would be of such a size that the resultant congestion would cause a traffic re-distribution, mainly onto 19 Street N.W. north of Kensington Road. The resultant volumes would be unacceptable to the community and would exceed the City of Calgary's policy for volumes on roadways of this classification.

  An additional eastbound lane is required on 16 Avenue from Crowchild Trail to 19 Street N.W. to relieve the expected congestion and reduce possible traffic increases on 19 Street south of 14 Avenue N.W.

  An additional signalized access point at 16 Avenue/ 17 Street is required.

  Increased traffic from Scenario A on Saturdays in comparison to the other scenarios, is minimal due to the proposed large office component.

- Scenarios B and C

  Both scenarios are relatively equal in their trip generation rates, with both being approximately the same for the P.M. peak. Saturday trips for the B Scenario is larger than Scenario C due to the retail food store component.

  The number of vehicle trips generated from both scenarios is substantially lower than Scenario A.

  Both scenarios can be accommodated within the area transportation network for the existing situation as well as the future population levels; however, traffic signal modifications would be necessary for turning movements and directional flow.

- All Scenarios

  The site access/egress would require a major overhaul to accommodate any future expansion and in fact could be improved for the existing situation.

- Recommended Density Based on Transportation Considerations

  A total site development in the range of up to 1.0 F.A.R. (1.3 million square feet) using appropriate land uses and site access/egress improvements can be accommodated without significantly impacting the area's transportation network. In this case, 1.0 F.A.R. is considered to include both the Sears and Cadillac-Fairview/Marathon sites.

5.1.5 ANALYSIS OF FUTURE REDEVELOPMENT APPLICATIONS

In principle, the Transportation Department is in agreement with the recommendation of a total site development in the range of up to 1.0 F.A.R. However, any application for redevelopment at the North Hill Shopping Centre site will be required to include a transportation system impact study which will more specifically identify the impacts of the proposed development on the transportation system and the transportation system improvements needed to accommodate it.

A special focus of the study will be the effect of the proposed redevelopment on traffic volumes on adjacent communities north and south of 16 Avenue N.W. The study will include a traffic plan which will identify the type of measures which will be implemented at the owner's expense to discourage non-local traffic from using community roads, including revisions to the site access to reorient access to 16 Avenue N.W., traffic signal revisions, and roadway modifications.

TABLE 2
NORTH HILL DEVELOPMENT SCENARIOS

	SEARS SITE				CADILLAC FAIRVIEW/ MARATHON/SEARS SITE	
	SCENARIO A		SCENARIO B		SCENARIO C	
LAND USE	EXISTING	PROPOSED ADDITION	EXISTING	PROPOSED ADDITION	EXISTING	PROPOSED ADDITION
RETAIL/RESTAURANT						
Department Store/CRU Retail	200,000	236,908	200,000	87,938	346,000	100,000
Liquor Store,					10,000	
Food Store		50,000			49,000	
Restaurant		20,000*		50,000	10,000	1,000
OFFICE						
General Office	20,000	993,816	20,000	64,485	20,000	339,000
Medical Office					31,000	
HOTEL		168,969**				
ENTERTAINMENT						
Cinema					12,000	
Bowling Alley					42,000	
RESIDENTIAL						
300-Unit Condominium						***300 units

* As the restaurant component is less than 5 percent, it can be treated for trip generation purposes as if it were department store/CRU retail (commercial retail unit).
** A hotel room is considered to be 850 square feet for study purposes.
*** 300 units (A unit is considered to be 1,000 square feet for study purposes.) Above numbers are in square feet.

Table 3
STUDY AREA ROAD NETWORK
Traffic Volumes for the Various Land Use and Population Horizons

ROADWAY	ROADWAY CLASSIFICATION	ENVIRONMENTAL GUIDELINE V.P.D.	EXISTING POPULATION				750,000 POPULATION LEVEL				1,000,000 POPULATION LEVEL			
			EXISTING B.V.	A	B	C	PROJECTED B.V.	A	B	C	PROJECTED B.V.	A	B	C
				ADDITIONAL TRAFFIC				ADDITIONAL TRAFFIC				ADDITIONAL TRAFFIC		
16 Avenue N./Trans Canada Hwy														
- Banff Trail to 19 Street W.	Expressway	30,000 +	32,000	8,140	920	2,160	37,200	8,570	1,080	2,460	40,800	10,100	1,240	3,560
- 19 Street W. to Site	Major	30,000 +	30,400	8,900	1,080	2,430	33,700	9,610	1,120	2,740	36,800	10,750	1,330	4,010
- 12 Street W. to 10 Street W.	Major	30,000 +	33,100	4,330	1,400	1,550	34,300	4,710	1,650	1,790	38,100	4,810	1,680	1,820
Kensington Road	Primary Collector													
- Crowchild Trail to 19 Street W.	10% Scenario	10,000	10,400	530	90	180	10,500	470	140	200	11,100	590	130	230
	50% Scenario			2,290	270	810		2,300	400	890		2,480	390	1,000
- 19 Street W. to 14 Street W.	Primary Collector	10,000	10,500	50	40	30	11,000	60	30	20	11,700	60	40	30
- 14 Street W. to 10 Street W.	Primary Collector	10,000	11,700	1,590	580	620	13,900	880	370	380	14,200	980	710	360
5 Avenue N.	Primary Collector													
- Crowchild Trail to 19 Street N.	10% Scenario	10,000	8,760	400	130	190	8,900	540	160	180	9,600	510	160	200
	50% Scenario			1,260	220	510		1,390	300	520		1,450	300	560
- 19 Street W. to 14 Street W.	Primary Collector	10,000	9,600	180	90	60	8,800	180	80	60	8,500	170	80	50
- 14 Street W. to 10 Street W.	Primary Collector	10,000	9,500	490	360	440	9,700	830	250	290	8,900	650	270	320
14 Avenue N.	Collector													
- West of 19 Street W.	10% Scenario	5,000	1,980	250	140	180	2,200	330	140	110	2,100	340	150	90
	50% Scenario			250	140	180		330	140	110		340	150	90
- 19 Street W. to 14 Street W.	10% Scenario	10,000	9,400	2,870	1,590	1,840	9,500	3,490	1,320	1,490	9,500	4,070	1,870	1,090
	50% Scenario			5,500	1,960	2,790		6,070	1,720	2,540		6,900	2,270	2,220
14 Street W.	Major													
- 5 Avenue N. to 14 Avenue N.		30,000 +	30,400	3,540	1,400	1,140	33,600	2,980	1,340	1,100	37,000	2,720	1,320	1,090
- 16 Avenue N. to 20 Avenue N.		30,000 +	28,250	2,250	1,340	1,440	30,000	2,080	1,370	1,500	30,200	2,220	1,240	1,410
19 Street W.	Primary Collector													
- Kensington Road to 5 Avenue N.	10% Scenario	10,000	7,000	990	390	400	7,300	960	390	280	9,300	1,270	550	440
	50% Scenario			2,750	570	1,030		2,770	650	1,050		3,160	810	1,210
- 5 Avenue N. to 14 Avenue N.	10% Scenario	10,000	10,000	2,090	930	930	10,500	2,320	890	740	11,700	2,450	1,110	860
	50% Scenario		4,720	1,200	1,880		4,890	1,290	1,790		5,280	1,510	1,990	
- 16 Avenue N. to 20 Avenue N.		10,000	10,800	2,030	820	770	12,700	1,640	760	440	13,100	1,570	870	470
- 20 Avenue N. to 24 Avenue N.		10,000	12,120	1,600	580	400	12,500	1,200	560	330	13,500	950	650	280
Crowchild Trail N.W.	Expressway													
- Bow River Crossing	10% Scenario	30,000 +	56,600	6,550	680	2,360	67,200	6,430	980	2,600	60,300	7,070	960	2,840
	50% Scenario			6,550	680	2,360		6,430	980	2,600		7,070	960	2,840
- Banff Trail to 24 Avenue N.		30,000 +	44,800	1,710	210	320	49,700	2,250	370	600	46,700	2,470	530	880

1. B.V. = Background Volumes
2. V.P.D. = Vehicles Per Day. All Numbers Represent Daily Vehicle Trips
3. Total Traffic = Background Traffic Volume + Additional Site Generated Traffic (e.g. 30,700 + 8,140 = 38,840 vehicles per day.)
4. For Scenario A, the 10% Traffic Assignment assumes the implementation of all transportation improvements, i.e. network (City-initiated) and development related. The 50% Traffic Assignment assumes the implementation of only the network improvements.
5. For Scenario B and C, the 10% and 50% traffic assignments are not related to the implementation of the development-related improvements.
6. For more information on the traffic assignments, refer to the main report, North Hill Shopping Centre Traffic Impact Study, 1988.

5.2 Appendix B - 20A Street N.W. Modification Alternatives

5.2.1 OPINION SURVEY

The following opinion survey was sent out to residents for comments on 1988 June 22. An Information Centre to display the alternatives was held at the Hounsfield Heights/Briar Hill Community Hall on 1988 June 28.

CITY OF CALGARY TRANSPORTATION DEPARTMENT

OPINION SURVEY

ALTERNATIVES TO MODIFY 20A STREET N.W. AND THE LANE TO THE EAST AT 16 AVENUE

BACKGROUND:

In the past, Briar Hill area residents have expressed concern about traffic using 20A Street and the lane to the east to travel between 16 Avenue N.W. and 14 Avenue N.W. At the request of Alderman Bardsley, the Transportation Department has identified a number of alternatives for modifying 20A Street and the lane at 16 Avenue N.W. Because all of the alternatives will affect residents of the Briar Hill area, the Transportation Department wants to obtain these residents' views on the alternatives.

INFORMATION CENTRE:

An Information Centre to display the alternatives will be held at the Briar Hill/Hounsfield Heights Community Hall, 1928 14 Avenue N.W. on 1988 June 28 from 2:30 p.m. to 8:30 p.m. City of Calgary Transportation and Planning and Building Department staff will be on hand at the Information Centre to answer questions and provide information on the alternatives.

The returned opinion surveys will be tabulated in order to formulate recommendations on access to 20A Street N.W. and the lane to the east. These recommendations will be included in the Area Redevelopment Plan (A.R.P.) which is being prepared for the Briar Hill/Hounsfield Heights community. Residents will have the opportunity to review the draft A.R.P. at a future open house.

ALTERNATIVES:

The following section describes the alternatives for modifying 20A Street N.W. and the lane to the east.

A 20A Street N.W. Modifications

There are three alternatives to modify 20A Street N.W. at 16 Avenue:

Alternative 1: Closure of 20A Street N.W. at 16 Avenue

Alternative 2: Right In / Right Out at 16 Avenue

Alternative 3: Median Extension At 16 Avenue

Alternative 1: Closure of 20A Street N.W. at 16 Avenue

Description:
Construction of a Cul-de-sac at 20A Street at 16 Avenue N.W.

Implications:

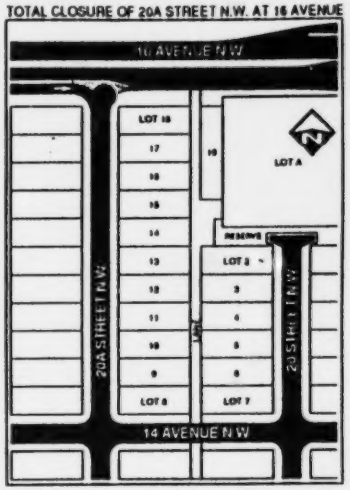
Restricts the following traffic movements:
- access from 16 Avenue to 20A Street N.W.
- access from 20A Street to 16 Avenue
- access from the service road to 16 Avenue

Does not affect the following traffic movement:
- access from the service road to 20A Street N.W.

Effect on local residents' access:
- is the most restrictive alternative in terms of the effect on local residents' access
- residents of 20A Street N.W. and adjacent streets would have to enter and exit the community via 14 Avenue

Effect on traffic volumes on 20A Street N.W. :
- this alternative would result in the greatest reduction in traffic on 20A Street N.W.

TOTAL CLOSURE OF 20A STREET N.W. AT 16 AVENUE



Alternative 2: Right In / Right Out at 16 Avenue

Description:
Extension of median and construction of right turn channelization between 16 Avenue and the service road (construction of new curb wall and median infill).

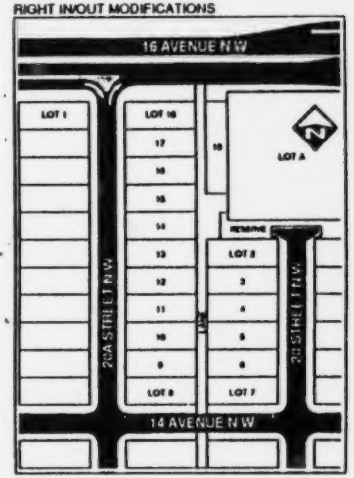
Implications:

Restricts the following traffic movements:
- access from 16 Avenue to 20A Street N.W.
- access from the service road to 16 Avenue

Does not affect the following traffic movements:
- access from the service road to 20A Street N.W.
- access from 20A Street N.W. to 16 Avenue

Effect on local residents' access:
- this alternative is also fairly restrictive for local residents
- they cannot directly enter the community from 16 Avenue and they can only exit onto 16 Avenue from 20A Street N.W.

RIGHT IN/OUT MODIFICATIONS



***Alternative 2 continued*:**
Right In / Right Out at 16 Avenue N.W.

Effect on traffic volumes on 20A Street N.W. :
- this alternative would also significantly reduce traffic on 20A Street N.W. because it eliminates movements from 16 Avenue to 20A Street and from the service road onto 16 Avenue

Alternative 3: Median Extension Alternative

Description:

Extension of the median between 16 Avenue and the service road.

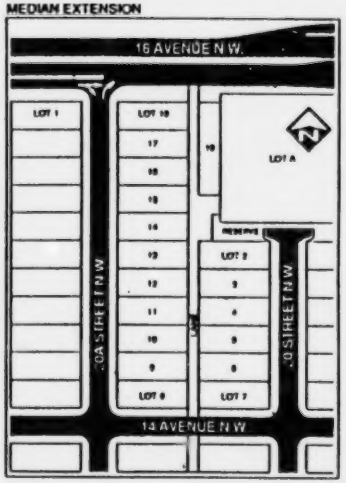
Implications:

Restricts the following traffic movements:
- access from 16 Avenue to 20A Street N.W.

Does not affect the following traffic movements:
- access from the service road to 16 Avenue
- access from the service road to 20A Street N.W.
- access from 20A Street to 16 Avenue

Effect on local residents' access:
- is the least restrictive of the three alternatives
- the only access restriction is that residents cannot directly enter the community from 16 Avenue.

MEDIAN EXTENSION



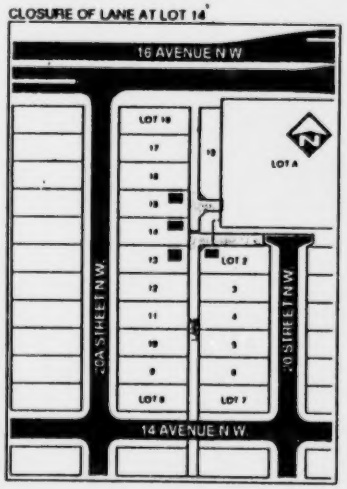
B Lane Closure Alternative

Any modifications to 20A Street N.W. at 16 Avenue could relocate traffic to the lane to the east because it is open at 16 Avenue. The lane cannot be closed at 16 Avenue because this is the only access to the Ranger Motel (lot 19). One option was developed which would allow the closure to occur to the south of the motel:

Alternative 4: Lane Closure Midway Through Lot 14

Description:
- closure of lane midway through lot 14
- access to lots 14-18 and the Ranger Motel is provided by construction of a turn-around to the south of the motel
- access to properties south of lot 14 is provided by construction of a lane through the reserve parcel to 20 Street N.W.

CLOSURE OF LANE AT LOT 14



Property Requirements:
Portions of four properties are required for this alternative:

• from lot 19 (Ranger Motel)	- 4.5 m²
• from lot A (Varsity Chrysler)	- 10.5 m²
• from lot 2 (corner cut)	- 4.5 m²
• from reserve	- 210.0 m²

A portion of the lane south of the proposed turn-around would not be required for access and circulation and could be added to the reserve:

• from lane to reserve	- 139.0 m²

A portion of the lane south of the proposed turn-around would not be required for access or circulation and could be added to the reserve.

• from lane to reserve	- 40.5 m²
• portion of lot 2 which could be added to reserve	- 245.0 m²

WE NEED YOUR COMMENTS

Your comments and opinions as residents and businesses of Briar Hill are requested so that the Transportation Department can determine how the proposed changes to 20A Street and the lane to the east would be received.

Please examine the alternatives on the preceding pages carefully. Bring them with you to the 1988 June 28 Information Centre so that you can discuss them with representatives of the Transportation and Planning and Building Departments.

If you are unable to attend the Information Centre please mail your completed form to the Transportation Department by 1988 July 12.

OPINION SURVEY

A 20A Street N.W. Alternatives (1, 2, 3)

	YES	NO	UNDECIDED	ORDER OF PREFERENCE
• I am in favour of **Alternative 1** (closure of 20A Street at 16 Avenue)	☐	☐	☐	___
• I am in favour of **Alternative 2** (Right in/Right out)	☐	☐	☐	___
• I am in favour of **Alternative 3** (Median Extension)	☐	☐	☐	___
• I am in favour of the **existing** situation being retained	☐	☐	☐	___

If you voted in favour of more than one alternative, please indicate which alternative would be your first choice, second choice, and third choice (1, 2, 3).

B Lane Closure Alternative (4)

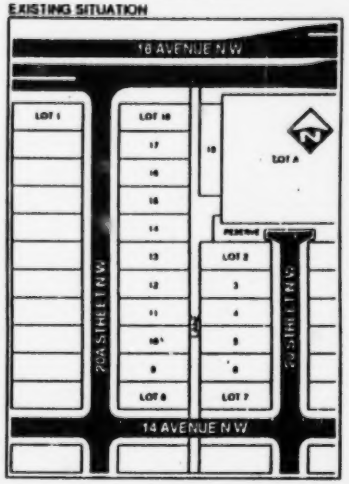
• I am in favour of the lane east of 20A Street being closed between 14 Ave. and 16 Ave.	☐	☐	☐
• I am in favour of Alternative 4 (Lane Closure Midway through Lot 14)	☐	☐	☐

If you support the lane being closed but are not in favour of **Alternative 1**, please indicate on the map on the next page where you would like the lane closed.

COMMENTS:

Please use this map if required:

EXISTING SITUATION



Attach additional page if necessary:

Please fill in the following information:

NAME _____

ADDRESS _____

SIGNATURE _____

FURTHER INFORMATION:
If you require additional information, please contact Mary Shavalier, Transportation Department at 268-1603.

Mail To:

City of Calgary
Transportation Department (#8124)
Transportation Planning Division
P.O. Box 2100, Postal Station M
Calgary, Alberta
T2P 2M5

Mail by 1988 July 12 or bring to the 1988 June 28 Information Centre.

Only 1 response per business or household please.

5.2.2 OPINION SURVEY RESULTS

Table 4 - 20A STREET N.W. MODIFICATIONS

Alternative	Location of Respondents' Address					
	Total Area*		Area North of 14 Avenue		1500 and 1600 Blocks of 20A Street	
	# of Responses	% of Total	# of Responses	% of Total	# of Responses	% of Total
Existing Situation	33	52	21	52	10	50
Alternative 1 (Total Closure)	9	14	2	5	1	5
Alternative 2 (Right in/Right Out)	4	6	3	8	2	10
Alternative 3 (Median Extension)	15	23	11	27	5	25
No Response	3	5	3	8	2	10
Total Responses	**64**		**40**		**20**	

* Area between 19 and 24 Streets N.W., north of 12 Avenue N.W.

Table 5 - LANE CLOSURE ALTERNATIVES

Alternative	Location of Respondents' Address			
	Total Area*		Houses Directly Bordering Lane**	
	# of Responses	% of Total	# of Responses	% of Total
Support Lane Being Closed	20	31	4	31
Do Not Support Lane Being Closed	16	25	5	38
Support Alternative 4 (Lane Closure Midway Through Lot 14)	14	22	3	23
Undecided to Lane Closure	5	8	1	8
No Response To Question	23	36	3	23
Total Responses	**64**		**13**	

* Area between 19 and 24 Streets N.W., north of 12 Avenue N.W.

** 1500 and 1600 blocks of 20A Street - east side, and 1500 and 1600 blocks of 20 Street - west side

5.3 APPENDIX C - 16 AVENUE NORTH NOISE ATTENUATION BARRIER ALTERNATIVES

5.3.1 OPINION SURVEY

The following questionnaire was distributed to the residents at a meeting held on 1988 May 10 at the Hounsfield Heights/Briar Hill Community Hall to discuss the alternatives of a noise attenuat6ion barrier along the south side of 16 Avenue N.W. from 20A Street to Crowchild Trail N.W.

CITY OF CALGARY
1988 NOISE ATTENUATION RETROFIT PROGRAM

16 AVENUE:20A STREET TO CROWCHILD TRAIL

BARRIER DESIGN QUESTIONNAIRE

LOCATION: Hounsfield Heights/Briar Hill Community Centre
1928 - 14 Avenue N.W.

DATE: May 10, 1988

Residents who may be affected by the proposed installation of a noise barrier along the south side of 16 Avenue N.W. from 20A Street N.W. to Crowchild Trail are requested to complete this questionnaire. The information will be used to provide input into the detailed design phase of the project.

1. Respondent

   - Name
   - Address

2. Are you in favor of the construction of the proposed noise barrier?

   Yes _____ No _____

3. Which of the three barrier alternatives do you prefer? (The alternatives are shown on Map 13.)

   Alternative 1 (Continuous Barrier)
   Alternative 2 (Breaks in Barrier)
   Alternative 3 (Slotted access in barrier and wraparound at east end)

   Other _____

4. The height of the barrier will range from 2.5 m at the east end to 3.5 m at the west end. Understanding the height of the barrier will have a direct impact upon the level of protection, do you have any preferences with respect to the height selected?

5. The barrier is proposed to be located along the existing median between 16 Avenue and the service road. Do you have any other preference as to where the barrier should be positioned? Please explain.

6. Additional comments or concerns.

_____
_____
_____
_____

FROM:

KEN YEUNG, P.Eng.
SENIOR DESIGN ENGINEER
STREETS DIVISION
ADDRESS CODE 8030

P.O. BOX 2100, STN. M
CALGARY, ALBERTA T2P 2M5

5.3.2 OPINION SURVEY RESULTS

Table 6
Noise Attenuation Barrier
Design Alternatives

Alternative	No. of Responses
o Residents in Favour of Barrier	77
o Residents Not in Favour of Barrier	03
o Proposed Barrier Alignment	
Alternative 1	48
Alternative 2	08
Alternative 3	13
No Preference	04
Split	04

MAP 13

HOUNSFIELD HEIGHTS/ BRIAR HILL

TITLE
NOISE ATTENUATION BARRIER ALTERNATIVES

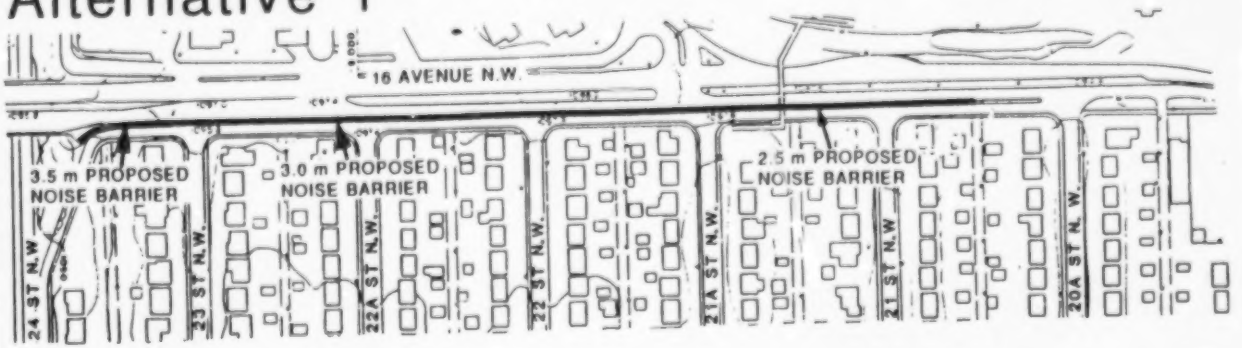
DATE: MAY 1989

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

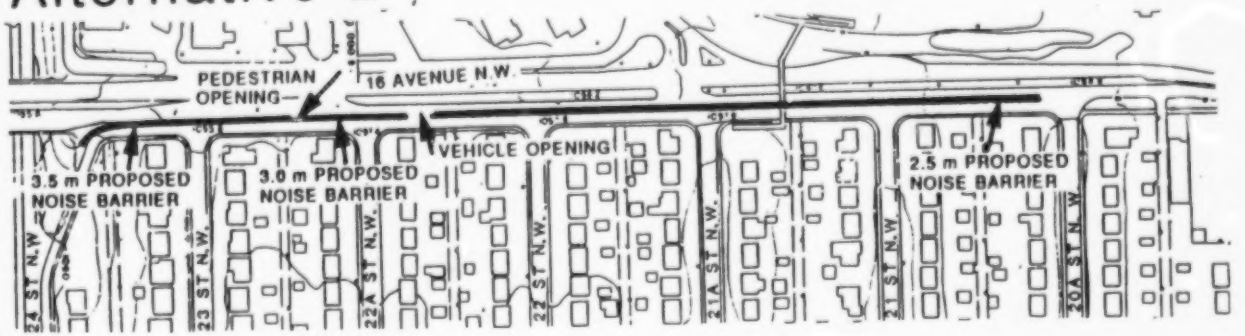
400 FEET
0
122 Meters

114

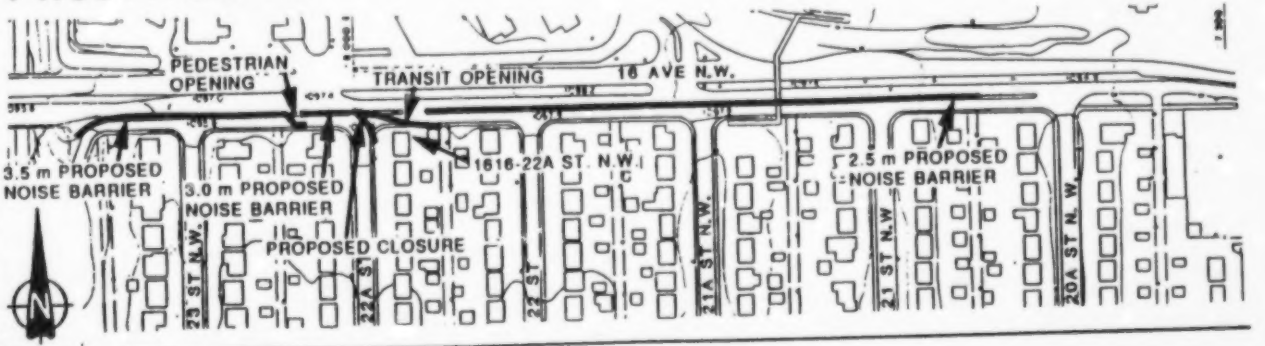
Alternative 1



Alternative 2



Alternative 3



5.4 APPENDIX D - HOUNSFIELD HEIGHTS/BRIAR HILL ARP COMMUNITY PLANNING ADVISORY COMMITTEE

- Jim Boyle
- Harold Clarke
- Ed Coad
- Doug Craig
- Roberta Davis
- Chris Dobbin
- Allan Huber
- Ted E. Jardine
- Karen Prentice
- Vince Pace
- Dennis Scott
- North Hill Shopping Centre Representatives
    - Doug Jacques (1986-87)
    - Allison Wood (1987)
    - Carra Christy (1988-present)
- Cadillac Fairview Corporation Ltd./Marathon Realty Compancy Ltd. Representatives
    - Mitchell Abbey
    - Mervyn Foster
- Hounsfield Heights/Briar Hill Community Association Liaison Representatives
    - Don Cockerton (past president) 1986
    - Jan Rogers (past president) 1987
    - Maggie Oliver (president) 1988-present
    - Ed Coad, Land Use Director, 1986-1987
    - Brian Williams, Land Use Director, 1988
- Ward 7 Alderman - Alderman Tim Bardsley